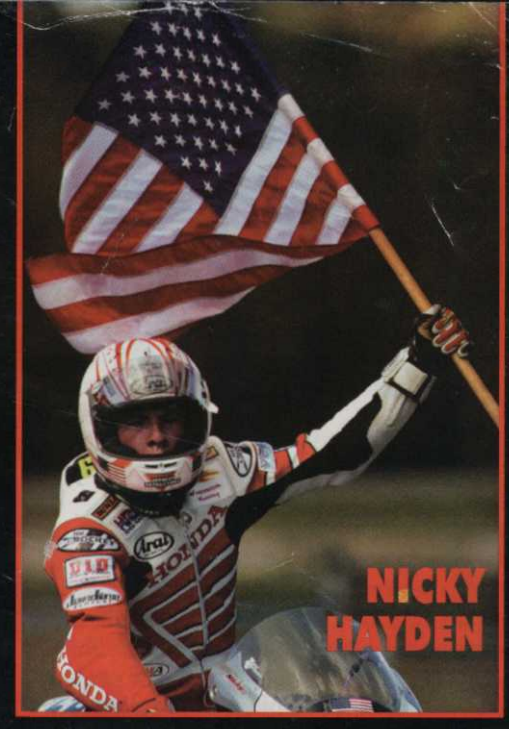
ROADRACING WORLD®

& MOTORCYCLE TECHNOLOGY

Volume 11, Number 12 December 2001 $3.00 $5.00 Can.



500cc GRAND PRIX: **VALENTINO ROSSI, WORLD CHAMPION**

AMA SUPERBIKE: **NICKY HAYDEN WINS THE BATTLE, MAT MLADIN WINS THE WAR**

POINT OF CONTACT: WHICH KNEE-SLIDER IS BEST?

www.roadracingworld.com

$3.00US $5.00CAN
12
0 71486 01351 8

METZELER'S NEW STREET TIRE • THE A•N•D AK-1: ONE MAN'S DREAM BIKE

INSIDE INFO • THE CRASH PAGE • WANT ADS

RACING AND SCHOOL CALENDAR • THE ADVENTURES OF A RACER

WEBSITE DIRECTORY • HIGH-PERFORMANCE PARTS & SERVICES DIRECTORY

Which Knee Sliders Are Best?

By David Swarts

In normal situations, two things touch the ground when you're riding a motorcycle at speed on the racetrack: Tires and knee sliders. Obviously knee sliders (also known as pucks) aren't as important a factor in overall performance as tires. But like tires, knee sliders are a highly personal choice often made by trial-and-error—or by chance when a puck comes up missing and has to be replaced with whatever a trackside vendor has available. To find out if there is a major difference in the performance of different knee puck brands, *Roadracing World* Racing Editor Chris Ulrich, a self-proclaimed knee-puck abuser, came up with the idea of a comparison test.

Although some people rarely drag their knees on the track (Formula USA Champion Grant Lopez uses only one or two sets of pucks per season), some people—like Ulrich—feel more comfortable when their knee is firmly planted on the ground. Some racers, like Kurtis Roberts, say that they gauge traction through the feel of the knee puck on the tarmac. Some other racers say they actually use their knee sliders like a flat-tracker uses a steel shoe—to hold the bike up when the tires lose traction.

Many racers don't pay any attention to their knee dragging on the pavement at all. However, a fast rider who likes having his or her knee firmly on the ground can wear through a set of $50 pucks in one track session. That same rider could spend $200 or more in a long race weekend just by making the wrong choice of knee sliders.

Our first call in setting up this test was to Audrey Menarik, a.k.a. Slider Woman (www.sliderwoman.com), at her racer-friendly specialty shop, Moto Liberty, in Dallas, Texas (800-214-RACE). We asked her to send us samples of as many knee sliders as possible along with all the information on those sliders that she could gather from the manufacturers. We decided to go through a retailer in order to insure that we got off-the-shelf products, although one manufacturer caught wind of our test and sent us a "ringer" slider. We didn't have a set number of pucks in mind when we started this project, but ended up testing 19 different models of sliders made by 12 different companies.

We thought long and hard about how to test the sliders. Racing Editor Ulrich and I came up with several possible tests. We considered sending them all to a lab for density analysis. We thought about elaborate experiments to calculate each puck's coefficient of friction. We considered loading the pucks with a weight and placing them on a moving belt sander for a set amount of time, to measure wear. But we realized that whatever numbers we came up with in a workbench experiment would mean nothing. The real measure of any racing product is how it performs on the track.

Racing Editor Chris Ulrich on a stock GSX-R600 at Willow Springs testing knee sliders, four laps per set. Photo by Brian J. Nelson.

So Racing Editor Ulrich suited up, jumped on an all-stock 2001 Suzuki GSX-R600 fitted with fresh race-compound tires, and headed out to do four consistent laps of Willow Springs International Raceway's 2.5-mile road course with each of our 19 contestants, with special attention to dragging his right knee for the same duration and with the same amount of pressure applied during every set of laps.

Each set of four laps included an out-lap, two flying laps and an in-lap. Since the tires never had a chance to cool down, Ulrich was able to be up to speed and down on his knee in turn two of his out-lap. By the end of the day, Ulrich had done 80 knee-puck test laps (200 miles) with his lap times hovering around 1:30.00.

We chose Willow Springs for our test because it is close by and also allows a rider's right knee to be down on the pavement for extended periods of time. In turn two at Willow Springs, a rider is leaned over on his knee for what seems like forever at over 100 mph and the same thing happens again in sixth-gear turn eight, at 140+ mph. These two corners gave Ulrich a perfect, and familiar, environment to do our knee slider evaluation.

One rider doing an equal number of laps at an equal speed on each of the different sliders also gave us a way to judge relative slider wear—we used a digital postal scale to measure each brand-new slider's weight before and after the on-track test. The difference in weight showed the amount of material removed from the slider, and we have provided those numbers in each slider's evaluation.

To make sure that our test method was consistent and repeatable, we included as a control measure two identical leather pucks from the same manufacturer, tested individually at different times during the test day. Each puck showed exactly the same amount of wear, as measured on the scale to a tenth of an ounce, after four laps with Ulrich.

Before we started the test, we asked Ulrich to describe his close, personal relationship with knee sliders. "What I really like is something that slides really well yet has good grip and doesn't melt up on me," explained Ulrich, an AMA and WERA racer who won the AMA 750cc Supersport race at Laguna Seca last July and was on the winning time in the 2000 WERA 24-hour at Willow Springs. "Sliders sometime get boogery and slimey when they get hot. They change as they wear, like when a tire goes off. So I look for something that slides really well, doesn't wear out, doesn't grab, and doesn't change, and is consistent throughout the entire life of the puck. I don't care about noise. You can hear certain ones, but it doesn't matter to me. If it's noisy, so what? So is the bike.

"I put a lot of weight on my knees. I'm a boat-anchor kind of guy. I used to race 125s and 250s, and I have really long legs anyway. So now I kind of have brought dragging my knee heavily along with me. It's one of the things that I do. It's probably more of a reassurance thing. Once you've got the thing cranked over, you've got your knee skimming the ground. It works really well just to feel where you're at.

"I don't know how true it is about saving a lowside crash with a knee. I mean, I save it but I don't think it is only because of my knee. Maybe it is, I'm just riding along on my knee, the front goes away, I stay on my knee, and it comes back. I'm trying to think back to the last time I did that. I think it was at Road America in the race. I tucked the front on the brakes and it just sort of came back.

"As far as pucks go, either I like them or I don't. I wouldn't go out and buy many of these I've tested today. There's just a certain thing that I look for in a puck."

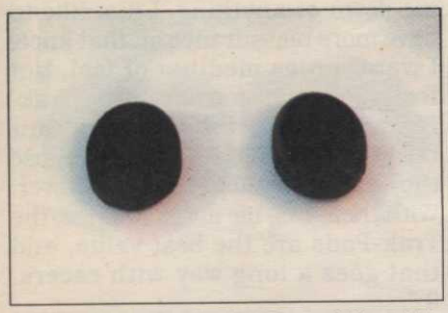
Knee Puck Reviews

(In No Particular Order, Other Than How They Happened To Come Out Of The Box)

Rated From 0-10

RAM Raceware

U.S.-made RAM Raceware knee sliders are made from "The highest wear-resistant plastic material we could utilize, while still maintaining reasonable cost parameters," says RAM Racewares' Dalene Behlke. The RAM sliders are no-frills blocks of plastic with beveled edges and very strong Velcro material, with no backing-material ears. The strong hook-and-loop fastener combined with the no-ears



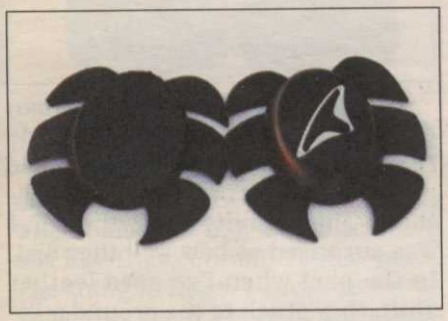
design makes the RAM puck hard to remove. In fact, we had to use a screwdriver to pry it off Ulrich's leathers. However, the puck performed well on the track.

"It has pretty good feel, but it's a bit grabby for a plastic puck," said Ulrich. "It makes a fair bit of noise, not as much as some other plastic sliders. It feels pretty good, actually. They are a pretty good value at $35 racer price. The Velcro is good on them but they are very hard to get off, and there's nothing worse than a slider ripping the Velcro off your leathers. Also their small oval size didn't work as well as larger ovals. You can be too big, but you can also be too small and the RAM Racewares are too small. They score a 6."

The RAM Racewares test slider started off weighing 4.5 ounces and weighed 3.8 ounces after the test, a reduction of 15.6%.

Teknic Grand Prix

Korean-made Teknic Grand Prix knee sliders appear very similar to the Pro Slide Multis and Wiz Multis (see below) except that the Teknic sliders feature an embedded chrome Teknic logo, for a distinctive look. The plastic is stapled to leather backing material attached to male Velcro, and the slider stayed in place well. Large backing-material ears stayed in place and allowed easy removal of the Teknic sliders.



"It slides really well," said Ulrich. "There's no sound or noise. It felt a bit soft. Initially it was okay, but then when it started to get a little warm it felt like it softened up. It slid real well, no real grip. I don't really like pucks that don't have grip. I like plastic ones that have grip. The Velcro is actually impressive, though. However, at $50 per set, these are a poor value. I like their appearance and feel, but I would need three sets or more to get through an AMA weekend. That's a 4 in my book."

The Teknic Grand Prix test puck started out weighing 5.8 ounces and came off the track weighing 4.3 ounces, a 25.9% reduction.

Spidi

The Italian-made, smallish Spidi (pronounced speed-e) pucks appeared to be a novelty at first with their unique shape, silver color and textured finish. Having said that, on the track, the teardrop-shaped Spidis, made from a plastic/ceramic composite, performed well.

"I liked that one," said Ulrich. "I like the way it felt. It had good grip. Going through the turns, it didn't get all soft on me. It just skimmed along. I think the shape is really stupid. I don't quite understand what the hell they're doing. I mean, I guess it's kind of a cool shape, but they could be bigger. The material's good, there's no noise, the Velcro's good and the puck's curve fit well, too. At $30 they are a pretty good value, but they wear quickly. I'll give them a 6."

The Spidi puck went on the track weighing 4.8 ounces and weighed 3.5 ounces when Ulrich was done with it, a 27.1% reduction.

Dainese

We received only one pair of red Italian-made Dainese sliders and thought that surely this huge leather manufacturer would have a wider selection of puck models. But after reviewing dozens of pictures showing Dainese-sponsored riders, the pucks we tested appeared to be the same pucks on all of Dainese's suits, including those worn by Valentino Rossi. The Dainese pucks also appeared to be made from the same plastic/ceramic composite as another Italian brand—Spidi.

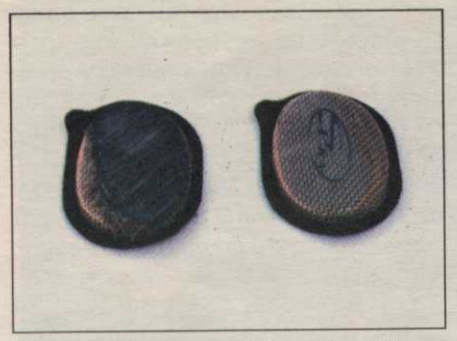
"I thought it was gonna wear a lot more than it did," said Ulrich. "I like the feel on it. It didn't change consistency at all. I liked the way it felt throughout the entire session. It slid good with the right amount of grip. No noise, no vibration. These sliders fit good, had a good feel, stayed in place with okay Velcro and have some cool factor just because they are Dainese. They wore pretty well, too, and at $38 a set, that's a decent value in this group. Give 'em a 7."

The Dainese puck lost 9.1% of its weight, dropping from 6.6 ounces to 6.0 ounces after four laps of Willow Springs.

Slick Kevlar

The U.K.-made Slick Kevlar puck is a large oval unit with a Kevlar fabric-weave outer layer. Once that wore away, the material underneath looked like leather and acted like leather, but Chris Bullough of Slick Marketing said that the material is actually a mix of PVC and rubber.

"The consistency changed," said Ulrich. "It started out pretty good but it got real sticky. I really didn't like the puck that much. It changed after I

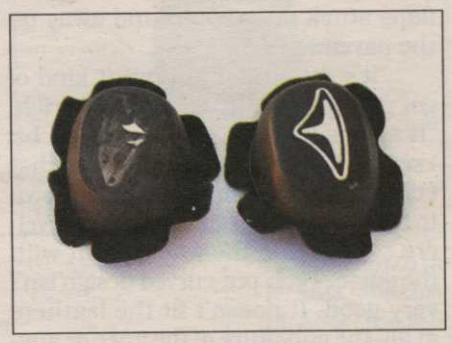


dragged it for a while. The Velcro felt good; the puck had no vibration, no noise. I thought that these were one of the coolest-looking pucks, though. Unfortunately they wear too quickly for a $50 knee slider. They wear well enough to make a Novice racer—who is looking for style—happy, but on my scale they get a 5."

The Slick sliders dropped from 6.3 ounces to 4.3 ounces, losing 31.8% of pre-test weight.

Teknic Speedstar

The Korean-made Teknic Speedstar ceramic sliders are by far the largest and heaviest sliders in the test. The good side is that they have a lot of material to wear through.



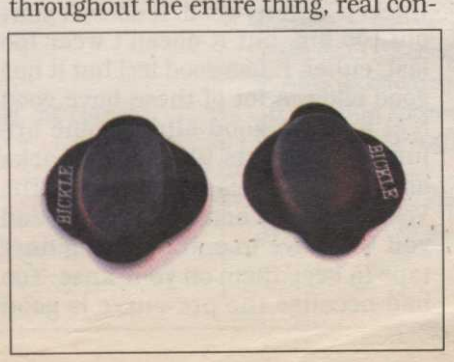
"It slides good but it's too thick and too heavy," said Ulrich. "It's all bulky. You can really feel it hanging on your knee. It wears pretty well because it's huge. You barely have to stick your knee out and it's on the ground. It didn't hold me back, though. On the other hand, it had a decent feel, stayed consistent, had decent Velcro and didn't make any noise. The curve gave a perfect fit and since these huge things will last forever, they are a good value at $40 a pair. Teknic gets a 7.5."

Just one Teknic Speedstar weighed in at 11.5 ounces before the test and 10.1 ounces after, for a total loss of 12.2%.

Bickle

The Bickle is a Canadian-made knee slider that puts performance ahead of being pretty. The puck is securely stapled onto an overlapping backing material with flaps just large enough to take the puck off but not so large as to stick out and drag on the track. According to racer John Bickle, he uses "the hardest commercial plastic available" for his slider material.

"I like that one," said Ulrich. "I thought it would be too hard before I got going but that one stayed good throughout the entire thing, real consistent, real clean. It had the right amount of grip. Plus, they don't look funny. They wear pretty well but have more grip and a better feel than some of the harder plastic pucks. At $36, they provide a good value and earn a 9 in this test."



The Bickle lost 13.3% of its pre-test weight while on Ulrich's knee, dropping from 5.3 ounces to 4.6 ounces in weight.

Klucky Pucks

U.S.-made Klucky pucks are a hard plastic slider firmly attached to a heavy-duty patch of leather, which is sewn to Velcro. Made by JMK Specialties, Klucky Pucks come in a variety of colors and are available with custom emblems or numbers molded into the plastic.

"I liked that one," said Ulrich. "There's no noise, surprisingly. The consistency didn't change. I like the fact that it slid well but it had good grip. It felt like it had some good friction going on there. It melted a little bit but I never knew it on the track. The Velcro keeps them in place, you can get them in some custom applications, and the white ones left lines on the track which would be good for teaching students in a riding school and bad for teaching your slower competition. The only bad thing about these is that they do melt when hot. $40 is a good value but no one's perfect, 9."

The Klucky dropped from 6.1 ounces to 5.5 ounces after four laps, a loss of 9.9% of its weight.

Wiz Multi

The U.K.-made Wiz Multi pucks are molded using different colors of plastic to create a psychedelic appearance throughout. The Wiz Multi is very similar to the Teknic Chrome and the Pro Slide Multi as far as size, shape and material of the slider and performed similarly.

"That was pretty good," judged Ulrich. "I like the way it felt and the way it gripped. I think for longevity, I don't think it's gonna be enough. I don't think it's durable. That's good plastic, though. That's the kind of plastic I like. No noise, no vibration, good feel and good Velcro. I like this puck. The Wiz has a love-or-hate look to them that I like, but it might look kind of dorky walking around at the

continued on page 4

Knee Pucks

continued from page 3

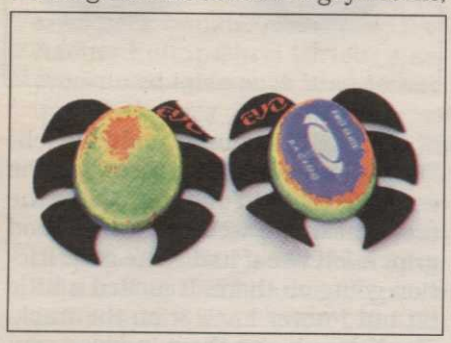
track. They fit good, feel good, stay in place but wear quickly enough for me to call a $36 puck low on value. I give them a 6. "

The Wiz suffered a 19.7% loss in total weight during four laps, dropping from 5.1 ounces to 4.1 ounces.

Pro Slide Multi

The U.K.-made Pro Slide Multi has the same size and shape as the Teknic Chrome and Wiz Multi. The Pro Slide Multi, like the Wiz Multi, is molded with different colors of plastic and has a name sticker that comes off as soon as the puck hits the tarmac.

"It's the same as the Wiz," stated Ulrich. "I'm a little skeptical about the wear on this one, however. It was only four laps and half the thing is gone. The Velcro flaps are all flapping around like the other Pro Slides. It's probably a good puck if you are a guy who doesn't drag his knee a lot. For a guy like me,



it sucks. It has a good feel, no vibration and no noise. It's flat, which instantly raises its rankings from the other Pro Slide products. The Multi has the same take-it-or-leave-it look as the Wiz with nearly identical price and performance. I guess that means it gets a 6."

The wear factor of the Pro Slide Multi changed our initial impression that it is the same puck as the Teknic and the Wiz—it's either different or else there's a quality control problem coming into play. The Pro Slide Multi shed 36.4% of its weight in four laps, from 5.5 oz. to 3.5 oz.

Pro Slide Black

The U.K.-made Pro Slide Black is a basic knee slider. A plain black-painted finish gives way to a fairly tough black composite underneath. Unfortunately, the puck features a curved shape that didn't seem to fit right on Ulrich's knee no matter which way we turned it and Velcro tabs that didn't hold securely, instead sticking out and getting ground away on the pavement.

"That one's fine," said Ulrich. "It worked good. It did everything a knee puck's supposed to do. It melted a little bit. I think if I went any longer I would have killed it, but it stayed consistent. Feel, feedback and noise were all good. The bend and shape is bad, and the Velcro they've got on this thing is stupid. The Velcro tabs won't stay in place, tend to stick out and then get worn away. That's not very practical for a racer. You end up having to duct-tape it on. The same thing with almost all of the Pro Slides, the curve gives a bad fit on the knee. They didn't wear well and melted some, but at $35 are cheap enough to sell some. They get a 5."

The Pro Slide Black was reduced from 6.5 ounces to 5.3 ounces in four laps, an 18.5% loss of weight.

Pro Slide Yellow

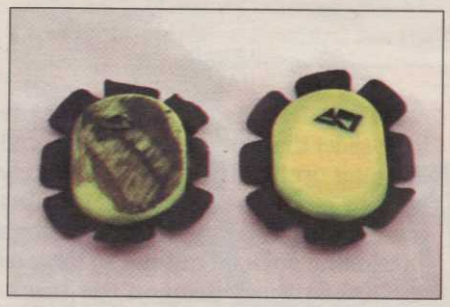
The U.K.-made Pro Slide Yellows are made out of plastic, with the same hard-to-use pre-curve as the Pro Slide Black pucks. Again, the loose Velcro flaps stuck out and ground away on the pavement.

"It's got alright feel but it kind of got grippy near the end," said Ulrich. "It seems like the wear on it is a bit excessive for the amount of laps that I did. I wore that thing all the way down to the staples. I'm not a fan of their Velcro system and the way they fit with the curve. Their pre-curved design isn't very good. It doesn't fit the leathers at all, the curvature of the knee or anything. These pucks give a good feel, but I can't stand trying to get them to feel right on the leathers with that stupid curve. Even though $30 is a low price, the wear rating on these plastic pucks is even lower. They get a middle of the road 5."

The plastic Pro Slide Yellow dropped from 5.5 ounces to 4.0 ounces in just four laps under Ulrich's knee. That's a 27.3% loss of weight.

ARI

Swedish-made ARI sliders—available in day-glo yellow, red or black—are catching on quickly in America.



"The thing about all of these pucks," said Ulrich, "they each had a certain amount of grip. Some of them grab more, some grab less. This one, it just kind of skims along pretty good. It's not too thin, it's not too thick. It's pretty good. It doesn't start out too big, but it doesn't wear too fast, either. It has good feel but it has good slide. A lot of these have good feel but not good slide, some are just junk. It was like Goldie Locks and the Three Bears—just right. The Velcro is pretty horrible, though, and you will have to end up using duct tape to keep them on your knee. Too bad because the pre-curve is good and the feel and wear are excellent. For $35 a pair, these get an 8."

The ARI sliders lost 11.2% of their weight in four laps, dropping from a pre-test weight of 5.4 ounces to 4.8 ounces.

Pro Slide Carbon

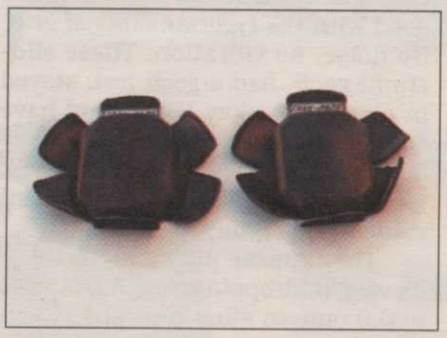
The U.K.-made Pro Slide Carbon was by far the lightest puck in our test and we know exactly why. Before we even got them out of the box, we could peel back the loosely-stapled Velcro/backing material to see that the pucks feature a hollow carbon-fiber shell filled with some sort of hardened foam material. Although the sliders looked great, they didn't stand up on the racetrack.

"I don't know what the f--k they were thinking!" exclaimed Ulrich after he wore through the Pro Slide Carbons and into his leathers in just two laps. "The puck lasted two laps at Willow Springs, not even two laps because at the end of the first lap the thing was already dragging leather. The wear sucks. It's not a very good racing knee puck at all. All show, no go. One word—worthless. These things were gone in one lap practically and then had me drag my leathers. That's $50 for the pucks plus the cost of a leather repair equals not-a-value. These score an absolute zero."

The Pro Slide Carbon weighed 3.2 ounces before the test and 1.1 ounces after only two laps for a 65.7% loss.

Trak-Pads

U.S.-made Trak-Pads from Kinetic Research are available in a number of different colors and have been used by racers since 1983, according to Kinetic Research President James Fort. The Trak-Pads are easy to place in different locations on a rider's knee. Fort says that Trak-Pads have a curved sur-



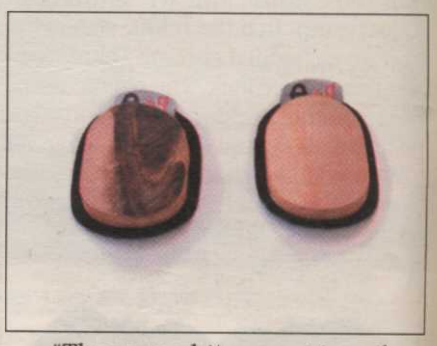
face in every plane to minimize the chance of catching an edge on a track irregularity.

"Yeah, it's really hard and durable," said Ulrich. "But it's too slick for my preference. It doesn't have enough bite or anything. It just kind of slides along there and no matter how much pressure you put on it, it's the same. It doesn't change at all. It's probably the best thing to have for an endurance race. It'll last forever. It would probably last a guy like me half the season. I just don't like the way it feels. It doesn't distract me or slow me down or anything. I just like to have more reassurance on that knee. I want a nice medium of feel, not too grabby, not too slick. The Trak-Pads didn't give me the feel I want because they are too hard. But because they are hard they will last forever. With their long life and $40 price, the Trak-Pads are the best value, and that goes a long way with racers. 9."

The Trak-Pad lost 10.3% of its total weight during four laps, dropping from 4.9 to 4.4 ounces.

Asphalt & Gas Leather Standard

After eight years in the business, Jeff Lee of Asphalt & Gas is one of the leading authorities on leather knee sliders in America, and he personally hand-makes each of his sliders in San Francisco, California, U.S.A. by gluing together layers of leather and then cutting out pucks and attaching backing material and Velcro. Lee sent us several different models of A&G leather knee sliders to try but he also offers a seemingly-endless list of custom options—such as cutting a number into the puck or cutting the puck in a custom shape, such as the Army of Darkness' skull-and-connecting-rods design. The first A&G slider we tested was a standard-size in the standard-compound, which we received in both unpainted/unsanded and painted/sanded finishes. Both pucks performed identically and are reviewed together.



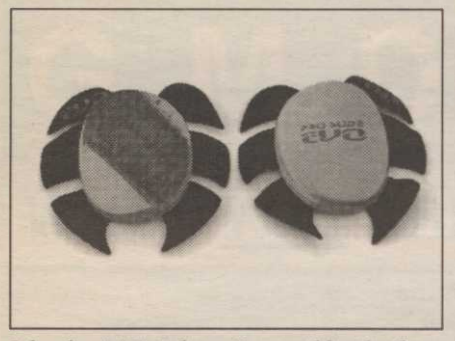
"They are a bit more grippy than the plastic stuff but they still slide really well," said Ulrich. "No noise at all. No chatter or vibration or anything. That's pretty good, though. I was surprised at how well they slid. In the past when I've used leather stuff, they stuck to the ground a little bit more. But this time they were a bit slicker. I was happy with them. No noise, no nothing. It seems if you really dig the things in, they will have that grip to help you save the front end, but some of the plastic ones have the same thing going on, too. These provide your standard leather-puck feel. They wore good, fit good, Velcro worked well, smoking knee sliders get some points under the cool factor, and at $40 they are a good value. People who prefer leather pucks may rank these higher, but they are a 6.5 to me in this crowd."

The standard compound-standard size A&G dropped from 5.4 ounces to 4.9 ounces, a loss of 9.3%.

Pro Slide Leather

The U.K.-made Pro Slide Leather pucks have the same weird curved shape as the Pro Slide Black, Pro Slide Carbon and Pro Slide Yellow plastic pucks.

"That one worked pretty good, too," said Ulrich. "I don't know, what's up with that? It's softer if you wear through the first layer. The sliding on it was good.



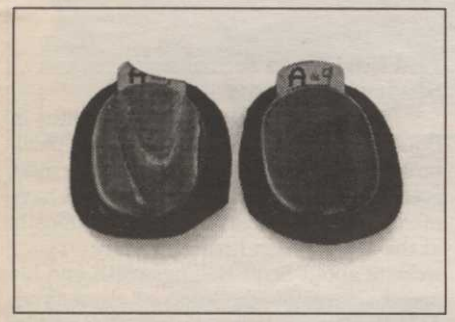
Like the A&G it doesn't seem like the friction increases with pressure. It slides the same as the A&G one, but the wear on this one doesn't seem as good. The fit on this one isn't as good as the A&G. The A&G seems like it's more clean, it doesn't have all of that shit (loose backing tabs) hanging off it. These leather pucks actually wore better than their plastic ones, but at $50 a pair are not a good value. I give them a 5."

After starting out with a weight of 5.9 ounces, the Pro Slide Leather puck weighed 5.3 ounces at the finish for a total loss of 10.2 %.

Asphalt & Gas Superbike Super Endurance Leather

The U.S.-made A&G Superbike-sized, Super Endurance-compound leather sliders came with a sanded and painted black finish.

"This one acts like an actual leather puck," said Ulrich. "This is a stereotypical leather puck. It's got more friction than a normal puck. That's not something that I like. There's never noise with leather. I imagine it was smoking out there, though, because my dad has sworn by leather sliders since I started racing and I



used to see his knee pucks smoking when I followed him on the track. It felt like that ceramic Teknic puck. The thing is huge. I could feel it on my knee. These big ones are a specialty puck from a company that specializes in knee sliders. The larger surface of the slider can give you more versatility especially if you are at a racetrack with high curbs that catch your knee in different areas. The larger area does give you more puck to use as they slowly wear down. Because they are bigger, they weigh more and cost more, and $60 a pair equals a ranking of 7."

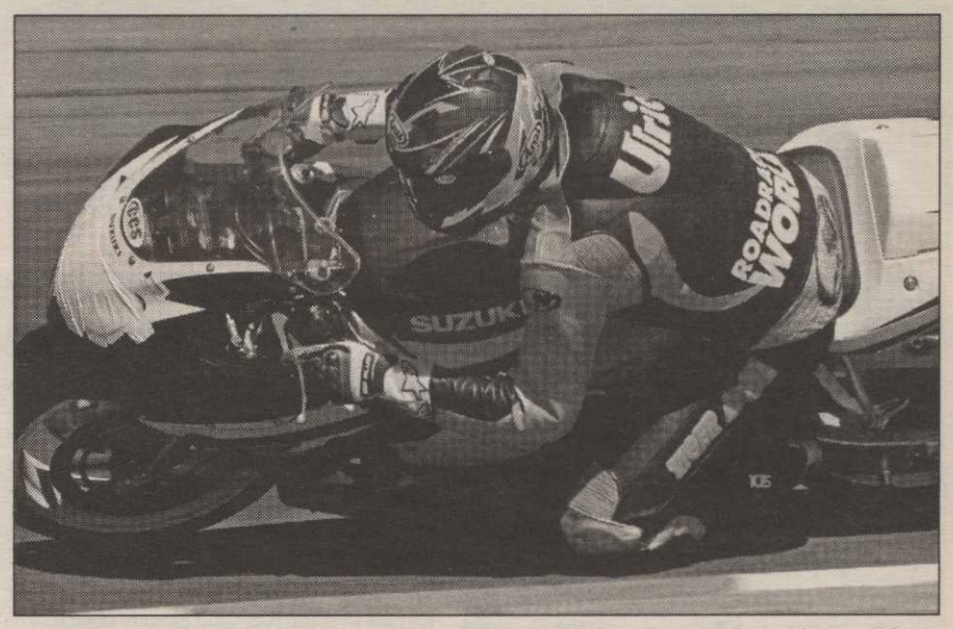
The A&G SE-compound, Superbike-size puck was the second-heaviest in our test, weighing at 9.4 ounces at the start. After four laps with Ulrich, the big A&G weighed 8.2 ounces, a 12.8% loss of mass.

Asphalt & Gas SE-R Leather

Asphalt & Gas also included what we referred to as "The Ringer", a standard-sized single puck made in Jeff Lee's special SE-R compound.

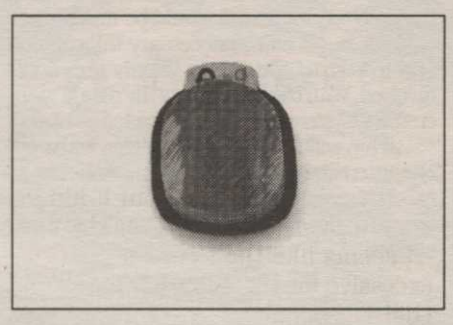
"That's pretty impressive, the amount of wear on it," said Ulrich about Jeff Lee's super-duper endurance compound. "It doesn't slide like a typical leather puck. It just kind

Moto-Liberty's Audrey Menarik, at the racetrack in her Slider Woman costume. Photo by Brian J. Nelson.



Racing Editor Chris Ulrich heads through turn one at Willow Springs during knee-slider testing. Photo by Brian J. Nelson.

of skimmed along. It wasn't too grabby. It was consistent. It was good. That's a good puck. It's a good leather puck,



but it's a good puck, period. I guess if they made them like that all of the time I might wear a set. These felt more like a good plastic puck than a leather slider, which I really liked. They seemed to wear like iron enough to make the $55 price not a bad value. They fit good and stayed right where you want them to stay. They are the best leather pucks that I have ever used, 8.5."

The A&G SE-R compound puck lost 2.9% of its weight after four laps with Ulrich. The actual weight dropped from 7.0 ounces to 6.9 ounces. ***RW***

Wear Resistance Based On Measured Wear, Least Wear To Most Wear In Four Laps:
1. A&G (SE-R-compound, standard-size), 2.9% worn
2. Dainese, 9.1% worn
3. A&G (standard-compound, standard-size), 9.3% worn
4. Klucky, 9.9% worn
5. Pro Slide Leather, 10.2% worn
6. Trak-Pads, 10.3% worn
7. ARI, 11.2% worn
8. Teknic Speedstar, 12.2% worn
9. A&G (SE-compound, Superbike-size), 12.8% worn
10. Bickle, 13.3% worn
11. RAM Racewares, 15.6% worn
12. Pro Slide Black, 18.5% worn
13. Wiz Multi, 19.7% worn
14. Teknic Grand Prix, 25.9% worn
15. Spidi, 27.1% worn
16. Pro Slide Yellow, 27.3% worn
17. Slick Kevlar, 31.8% worn
18. Pro Slide Multi, 36.4% worn
19. Pro Slide Carbon, 65.7% worn

Retail Price, Least Expensive To Most Expensive:
1. TIE, Spidi/Pro Slide Yellow, $30
3. TIE, RAM Racewares/Pro Slide Multi/Pro Slide Black/ARI, $35
7. TIE, Bickle/Wiz Multi, $36
9. Dainese, $38
10. TIE, Teknic Speedstar/Klucky/Trak-Pads/A&G (standard-compound, standard-size), $40
14. TIE, Pro Slide Leather/Pro Slide Carbon/Teknic Grand Prix/Slick Kevlar, $50
18. A&G (SE-R-compound, standard-size), $55
19. A&G (SE-compound, Superbike-size), $60

Pre-test Weight, Lightest To Heaviest:
1. Pro Slide Carbon, 3.2 ounces
2. RAM Racewares, 4.5 ounces
3. Spidi, 4.8 ounces
4. Trak-Pads, 4.9 ounces
5. Wiz Multi, 5.1 ounces
6. Bickle, 5.3 ounces
7. TIE, A&G (standard-compound, standard-size)/ARI, 5.4 ounces
9. TIE, Pro Slide Yellow/Pro Slide Multi, 5.5 ounces
11. Teknic Grand Prix, 5.8 ounces
12. Pro Slide Leather, 5.9 ounces
13. Klucky, 6.1 ounces
14. Slick Kevlar, 6.3 ounces
15. Pro Slide Black, 6.5 ounces
16. Dainese, 6.6 ounces
17. A&G (SE-R-compound, standard-size), 7.0 ounces
18. A&G (SE-compound, Superbike-size), 9.4 ounces
19. Teknic Speedstar, 11.5 ounces

Chris Ulrich's Subjective Value Rating, Top 5:
1. Trak-Pads
2. Klucky
3. ARI
4. Bickle
5. Tecknic Speedstars

Chris Ulrich's Subjective Cool Looks Rating, Top 5:
1. Slick Kevlar
2. Pro Slide Carbon
3. Spidi
4. Wiz Multi
5. A&G (custom shape)

Chris Ulrich's Award For The Most Worthless Slider:
Pro Slide Carbon

Chris Ulrich's Award For Best Leather Slider:
A&G (SE-R-compound, standard-size)

Chris Ulrich's Award For Worst Velcro:
ARI

Chris Ulrich's Personal Pick:
ARI

Chris Ulrich's Overall Comparison Test Winner:
Klucky

Chris Ulrich's Subjective Point Rankings:
1. TIE, Klucky/Trak-Pads/Bickle, 9
4. A&G (SE-R-compound, standard-size), 8.5
5. ARI, 8
6. Teknic Speedstar, 7.5
7. TIE, A&G (SE-compound, Superbike-size)/Dainese, 7
9. A&G (standard-compound, standard-size), 6.5
10. TIE, RAM Raceware/Spidi/Wiz Multi/Pro Slide Multi, 6
14. TIE, Slick Kevlar/Pro Slide Black/Pro Slide Yellow/Pro Slide Leather, 5
18. Teknic Grand Prix, 4
19. Pro Slide Carbon, 0

ROADRACING WORLD®
& MOTORCYCLE TECHNOLOGY

Editor
John D. Ulrich

Racing Editor
Chris Ulrich

Special Projects Editor
David Swarts

Wild Card Editor
Sam Fleming

Website Editor
Melissa Berkoff

Grand Prix Correspondent
Mat Oxley

Contributing Writers & Photographers
Bob Dragich, Colin Fraser, Michael D. Green
Yves Jamotte, Glenn LeSanto, Max McAllister, Brian J. Nelson

Racer Columnists
Nicky Hayden, Roger Hayden

Publisher
Trudy Ulrich

Roadracing World Publishing, Inc.
Editorial, Circulation & Accounting
Trudy C. Ulrich, President
Natalie Ulrich, Circulation Manager
P.O. Box 1428, Lake Elsinore, CA 92531
Phone (909) 245-6411
FAX (909) 245-6417
website: www.roadracingworld.com

Graphic Design Services
Tyson Richwine Graphics
Lori Richwine

Display Advertising Sales
Bob Dragich Advertising
Bob Dragich
P.O. Box 590129, San Francisco, CA 94159
Phone (415) 931-4365
FAX (415) 931-5475

Want Ads
Phone (909) 245-6411

Newsstand Distributors
Curtis Circulation Co.
730 River Road
New Milford, NJ 07646
Phone (201) 634-7400
FAX (201) 634-7499

Copyright 2001. All Rights Reserved. Reproduction of anything in this issue, by any means is expressly forbidden without prior written permission of Roadracing World Publishing, Inc. Manufactured and printed in the United States of America.

Circulation Audit by BPA INTERNATIONAL

ROADRACING WORLD & MOTORCYCLE TECHNOLOGY (ISSN 1056-4845) is published monthly by Roadracing World Publishing, Inc., 581-C Birch Street, Lake Elsinore, CA 92530. Regular subscription rate is $17.95 for 12 issues; two year subscription, $31.95 for 24 issues; three year subscription, $44.95 for 36 issues; bulk subscription 5 issues per month, one year $75. Canada and Mexico, $39.95 for 12 issues; overseas airmail $74.95 for 12 issues. Periodical postage paid at Lake Elsinore, CA 92531 and at additional mailing offices. POSTMASTER: Send address changes to ROADRACING WORLD & MOTORCYCLE TECHNOLOGY, P.O. Box 1428, Lake Elsinore, CA 92531.

LETTERS
to the editor

Proposed Track Safety Rating System

I have developed the A&G Track Safety Rating System to facilitate the dialog between racers, race organizers and track owners. This is just an idea right now and there is no plan to use it. I was willing to create the different sheets needed for all the tracks and do the data collating, if it didn't get too expensive or time consuming, but the only real efficient way to do that would be with the cooperation of race organizations.

Both Ron Barrick and Doug Chandler told me that the AMA had already used a similar system in the past, but the problem is not identifying the dangerous sections of tracks, the dangerous sections are already known, it's getting the tracks to actually change them. And, no track wants to have their dangers listed on a sheet for public view.

If this system were to be used as a grassroots way to pressure people into making the desired changes, it would be much more difficult to get all the necessary information and to restrict the sheets to only the racers involved. With controlling how the data is gathered, the system could be discounted as biased.

I am willing to discuss my idea with anyone interested, but so far, of the dozen or so racers that have seen it, the most I have gotten is, basically, "Nice idea. I don't have any suggestions. Good luck with that."

This track safety rating system uses a simple scale of 0 to 10 to qualify how dangerous a particular hazard or turn is perceived by racers. Race organizers and track owners can use the information to decide how to most efficiently address racers' concerns. The more racers that fill out the evaluations the more accurately the rating will reflect the concerns of all racers. Although a 0 to 10 scale is arbitrary and subjective, it is not possible to have all the parties discuss the complex engineering details that would actually constitute the necessary safety changes. The 0 to 10 scale is merely a kind of shorthand to facilitate discussions.

Tracks can be given a point rating with more points meaning that a track has more safety risks. Points could be given to a turn for insufficient run-off room, bad pavement or transitions, narrowness of pavement, paint stripes, rocks, trees, curbs, berms, walls, water at the edge of the track or whatever a racer perceives as a safety risk. Points could also be added to the overall total for lack of visibility from corner stations, dangerous straightaways, bridges or other factors like alligators, seagulls or deer.

Safe tracks would have low point values; dangerous tracks would have high values. More turns and more dangerous sections would raise the values, just as a long track with 20 turns would tend to have more risk per lap than a short one with 10 turns. One track may have more overall risk than another simply because it is long and has many turns, even though a shorter track with less overall risk may have severely dangerous corners.

A maximum of 10 points per turn seems appropriate and easily understood. Points not directly attributable to a turn would be added to the track's total without having to be subtracted from any turn's 10-point maximum. The important number to look at would be turns with high points scores, and average points per turn and the total points score.

Inconsistent variables like number or placement of Air Fence or haybales, seagulls, poor track marshalling and unusually large variations in traction due to weather are difficult to assign ratings, but should be noted or a different rating can be given for wet or dry track, with or without Air Fence, etc.

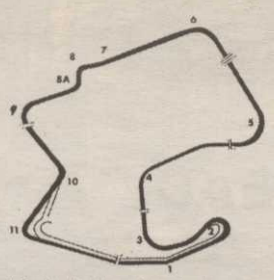
Different configurations of track set-ups should be separately rated and noted (clockwise/counter-clockwise, long course/short course, AMA chicane/AFM chicane, etc).

One of the most important aspects is that the system should be transparent. The reason for each turn's points should be available for scrutiny so that people can debate whether they think the points attributed to a turn are consistent with other turns, other tracks and their feelings about whether the turn is as dangerous as the rating implies. If the rating system is consistent, turn-to-turn, track-to-track, people can use the rating to uniformly discount or increase their own rating of a track's safety. There will be differences of opinion. Transparency and consistency allow people to discuss things and make their own decisions.

Transparency also allows track officials to focus their attention on the most dangerous sections when they consider how much a track improvement costs compared to how much it improves safety. Track officials can then discuss in a more quantifiable way whether their improvements benefit their amenities, sight lines or track safety.

This track safety rating system should help prioritize hazards by giving them a value. A proposal that shows a 10 point reduction in the safety rating for a $10,000 expenditure compared to a 2 point reduction in the safety rating for a $10,000 expenditure should help make decisions clearer and easier to justify. The A&G track safety rating system could help tracks improve one turn at a time and avoid situations where either racers race in unacceptable conditions or the fans go home without seeing the race.

Jeff Lee
San Francisco, California



A&G Track Safety Rating System

Track: Laguna Seca Configuration: FIM

Racer Name:
Address:

Phone #:

Date Evaluated:

Assign 0 to 10 points maximum for each turn using the following guidelines:

0 points	No particular, special, notable risks
1 point	Minor risk: slight drop off (more than 1 inch) on outside of curbing between curbing and grass runoff, bumpy pavement
2-3 points	Moderate risk: tar sealer strips or inconsistent patches of pavement, really bumpy pavement
3-5 points	Serious risk: concrete walls, barriers or Armco that would be hit in a common crash: Sears Point turns 6, 8, 9, 10
5-7 points	Very serious, multiple risks: concrete walls, barriers or Armco within a few feet of the track
8-9 points	Multiple serious risks, almost too dangerous to race: Sears Point old turn 11
10 points	This turn is insane. I refuse to race in this turn and I may refuse to race at this track at all.

Unnumbered turns get a separate score and line on the chart.

A turn that scores more than 5 points ought to have a very serious safety risk or more than one risk in the corner.

Every turn must have a point value filled in. Turns with no particular, special, notable risks should be marked with "0" points so that it is acknowledged the turn was evaluated and not overlooked.

Gravel traps and off camber pavement should not be given any points unless they are exceptionally bad examples that seem to be unnecessarily dangerous.

Put all hazards not directly attributable to a turn, such as for pit entrances or exits, consistently bad corner marshalling, no good hospital nearby, incompetent safety crew, deer, alligators, standing water in canals, plowed cornfields as runoff, cliffs that could conceivably be reached in a crash, etc. on separate lines in the "Misc." points section. No more than 20 miscellaneous points total.

Turn	Points	Description of hazard
1		
2		
3		
4		
5		
6		
7		
8		
8A		
9		
10		
11		
Misc.		

A sample track evaluation form developed by Jeff Lee to identify and evaluate track safety problems. Jamie Hacking could have used one of these at VIR...

On Pro Racing's Grand Plans

I just read the editorial comments on the *Roadracing World* website (www.roadracingworld.com) concerning Scott Hollingsworth's grand plans for Paradama, Inc.

Wow.

I was under the impression that the AMA was supposed to promote the interests of its 270,000 members and motorcyclists in general. I don't remember anyone from the AMA asking me what I thought about making Pro Racing its own company and leaving us with only 600cc SuperSport and Superbikes.

Instead of axing the other classes, the AMA should live up to its charter and start promoting them with the same enthusiasm that the Superbike and SuperSport classes enjoy. GP racing is immensely popular in the rest of the world, the AMA should look at what Dorna has done and add a 125cc GP class to its program. The 125cc and 250cc GP classes offer a relatively cheap entry into professional road racing and will help build up the sport of road racing. These classes provide exciting races, something I'm sure that the fans would love to see.

Emil "Pete" Gallant
AFM #701, AMA #701
Soquel, California

◆

And Now From A Broke Student/Privateer

I am an aspiring pro racer who lives in Boulder, Colorado. Being the stereotypical, broke college-student privateer, I know most every other person in my position and have made many contacts within racing (mostly at the MRA). When I read the story on your website about Scott Hollingsworth and his proposal to remove the "support" classes from AMA Pro Racing, I was crushed. Classes like 250cc GP and 750cc Supersport are where I intend to make my debut in National racing. Without them, I have no chance to even become competitive with some of the big names on a national name, national televised event. I did the only thing I though possible that would make an impact. I first e-mailed several representatives from AMA Racing (and received replies from none of them), then created a petition protesting the decision. I have passed the URL of this petition onto a few bulletin boards and mailing lists and have even seen it circulate to some larger sites by other people.

Though the 400 signatures with many very powerful comments has impressed me and restores faith in the racing community, I know that 400 is not enough to make the impact on AMA Racing that it needs. This type of message is what the AMA needs. To

continued on page 47

Send letters to Editor John Ulrich, Roadracing World, *P.O. Box 1428, Lake Elsinore, CA 92531. All letters must be signed and must include your true name, complete address and daytime phone number to be considered for publication. If we cannot reach you by phone to verify your letter, it will not be published. Letters signed with fictitious names and anonymous letters will not be published. Published letters do not necessarily reflect the official position of this publication and all letters may be edited for clarity and length. Delusional letters from raving lunatics, conspiracy theorists, professional victims or others with a tenuous grasp on reality may or may not be published, depending upon their apparent entertainment value as judged by the editor.*

G.M.D. COMPUTRACK® NETWORK

WHEN YOU ARE READY TO WIN !

Big News...
3 New Locations!

Opening November 1st, 2001
- **GMD Computrack New York City**
- **GMD Computrack San Diego**

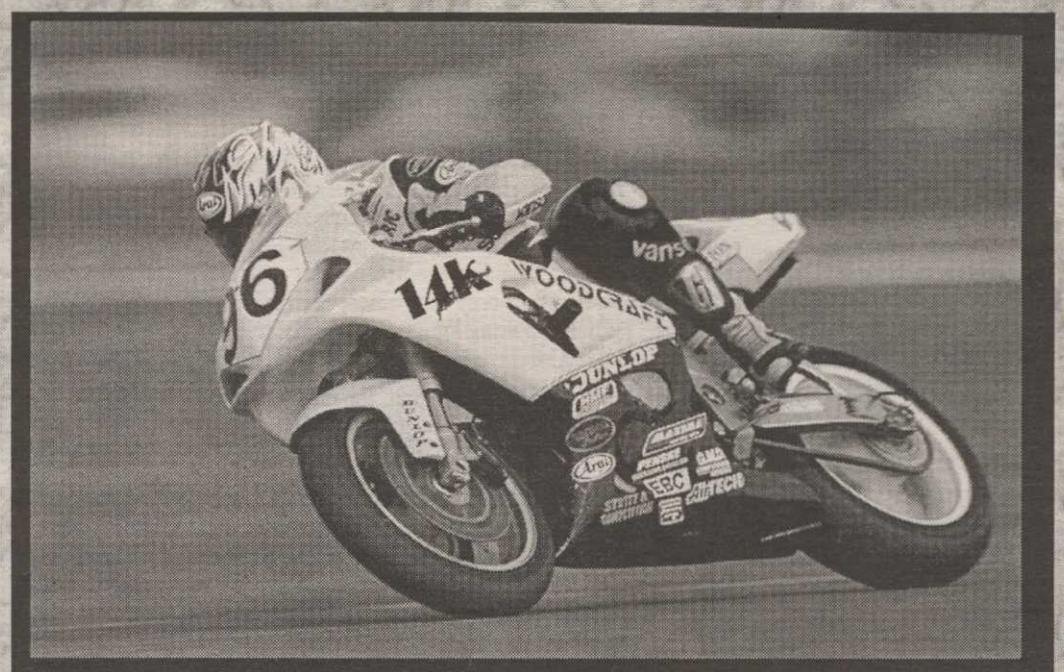
For Information, contact Peter Kates in Boston

Opening January 2002
- **GMD Computrack Dallas / Ft. Worth**

For Information, contact Kent and Tracey in Atlanta

"Dollar for Dollar, it's the best way to improve your lap times"

Peter Kates
Owner, Boston and New York

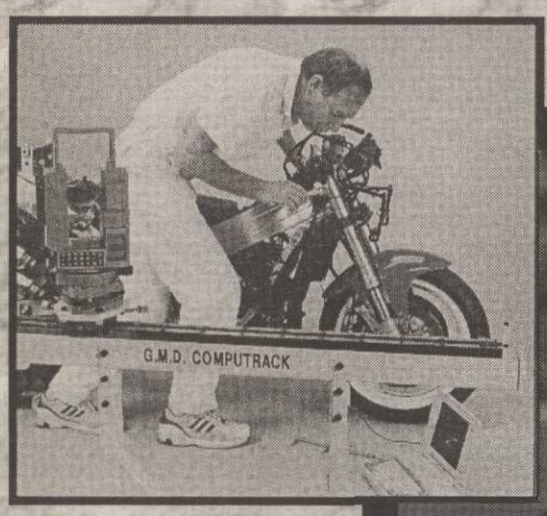


GMD Computrack rider Eric Wood on the '14k The Movie' bike

G.M.D. COMPUTRACK®

"Sweet Numbers" Chassis Geometry

Available at the these locations throughout the United States



The G.M.D. Computrack® precision optical 3-D measuring machine determines the position of critical points on the motorcycle.

Our Three-Step Process

- Identify Problems
- Correct Alignment
- Optimize Geometry

GMD Computrack rider John Hopkins wins 2001 AMA Formula Extreme Championship

Atlanta
404-297-8464
Kent and Tracey Soignier

Boston
508-876-9407
Peter Kates

Chicago 4&6 Cycle
847-763-9900
Jim Rashid

Ft. Lauderdale
954-786-2875
Eric Gray

Los Angeles
310-640-2825
Morris Ellis

Maryland
301-668-0747
Butch Sherwood

San Jose
Honda of Milpitas
800-734-2639
James Randolph

A WORLDWIDE AND GROWING NETWORK

ATLANTA – BOSTON - CHICAGO - FT. LAUDERDALE - LOS ANGELES – MARYLAND - SAN JOSE – MUNICH – OSAKA – SUZUKA – SYDNEY – ENGLAND - TOKYO

Visit us on the web at www. GMDCOMPUTRACK.COM

inside info

The Roadracing World Air Fence Fund is now collecting money to buy Air Fence for use at dirt track events. Dirt track fund donations will be accounted for and kept separate from the existing fund established for road racing use. The dirt track division of the Fund was established after numerous requests from AMA professional dirt track racers who also road race or have road raced. The possibility of establishing a dirt track Air Fence fund was initially discussed by dirt tracker (and former road racer) Greg Tysor and *Roadracing World* Air Fence Fund founder John Ulrich early in October. Further discussions with racers and sponsors at Daytona during the F-USA/CCS Race of Champions weekend led to Ulrich's decision to charge ahead and establish the dirt track division of the fund, rather than continuing to talk about possibly doing something. Kicking off the dirt track fund were four donations of $2900 each, made on the behalf of Yuasa Battery, Inc. by John C. Driscoll, Director of Marketing; AMA Grand National Champion Chris Carr; Gordon Lunde Sr. on behalf of the Steel Shoe Fund, a division of the Wegman Benefit Fund; and Greg Tysor on behalf of Continental Tire. Donations to the *Roadracing World* Air Fence Fund can be made via credit card at www.roadracingworld.com or by calling (800) 464-8336 9:00-5:00 weekdays. Checks made out to *Roadracing World* can be mailed to *Roadracing World* Air Fence Fund, P.O. Box 1428, Lake Elsinore, CA 92530. Contributors should specify whether they want their donation to go to road racing or dirt track applications. All donations will be applied directly to the purchase, maintenance and deployment of Air Fence, and will be accounted for on www.roadracingworld.com.

The Roadracing World Air Fence Fund's original efforts to obtain and deploy Air Fence for road racing use continue. So far the fund has contributed $104,000 to funding Air Fence for use at AMA Pro Racing events, the establishment of the Roadracing World Air Fence Fund triggering an additional $100,000 in donations by Honda, Suzuki and Harley-Davidson. The fund donated $10,000 worth of Air Fence for use at Texas World Speedway in College Station, Texas during CMRA and RPM events. The fund also funded the deployment of 20 Alpina Air Fence modules at Formula USA races at Pocono in August, Portland in September and Daytona in October, as well as at October's WERA Grand National Finals at Road Atlanta, using a combination of $10,000 cash along with an ad trade in *Roadracing World & Motorcycle Technology*. The fund is also donating 10 sections of Air Fence for use by Formula USA and CCS in 2002.

Tighter EPA regulations for two-stroke off-road vehicles could ban two-stroke Grand Prix racebikes, including the Yamaha TZ250, Honda RS250 and RS125, effectively dooming the AMA 250cc Grand Prix Series and other racing series in the U.S. The proposed EPA regulations would contain exemptions for motocross racebikes used exclusively on closed-course racetracks, but the definition of such vehicles includes a minimum of 10 inches of suspension travel, far more than GP road race machines have. According to a press release issued by the AMA, "Under the EPA proposal...new off-highway motorcycles and ATVs would be subject to strict emissions requirements that would be partially phased-in in 2006 and require 100 percent compliance in 2007...The requirements wouldn't affect machines built through 2005, but would apply to machines built in 2006 and thereafter. The EPA said it expects that manufacturers will meet these new, stringent off-highway standards by using four-stroke engines. The EPA has decided to allow exemptions for off-road competition-only machines, described as vehicles lacking lights or a spark arrester, having suspension travel of more than 10 inches, and having an engine displacement larger than 50cc. 'Vehicles not meeting the applicable criteria...would be excluded (from the emissions requirements) only in cases where the manufacturer has clear and convincing evidence that the vehicles for which the exemption is being sought will be used solely for competition,' the EPA rules note. The AMA urges motorcyclists to write to the EPA and ask that the agency create separate emissions standards for four-stroke and two-stroke motorcycles and ATVs. Tell the agency that officials need to consider safety, cost and performance in creating the new standards. The comment deadline is Dec. 19. The easiest way to let the EPA know how you feel is by using the AMA's Rapid Response Center. There, you will find a letter that you can send with a click of the mouse. Or write to: Margaret Borushko (Docket No. A-2000-01), U.S. Environmental Protection Agency, Office of Transportation and Air Quality, 2000 Traverwood Drive, Ann Arbor, MI 48105. You may also submit comments by e-mail to nranprm@epa.gov. The off-highway emissions proposal and related developments can be read at the EPA website at www.epa.gov/otaq."

Josh Hayes received an early release from his 2001 contract with American Honda, effective October 15, to ride a pair of Valvoline EMGO Suzukis at Daytona during the Formula USA/CCS Race Of Champions weekend October 17-21. When Hayes left Valvoline EMGO Suzuki to sign with Honda at the end of 1999, he similarly was given an early contract release so he could test with Erion Honda. Hayes, who will compete in AMA Formula Xtreme and 600cc Supersport in 2002, will be joined on the Team Valvoline EMGO Suzuki squad by Tom Kipp, who will also ride in Formula Xtreme and 600cc Supersport.

Tommy Hayden has signed with Kawasaki to ride in the AMA 600cc Supersport class only.The team has already re-signed Eric Bostrom, who will concentrate on the Superbike class in 2002.

American Honda officially announced that World Superbike refugee Mike Hale and young gun Roger Hayden will ride for Erion Racing in 2002, while Jake Zemke and Alex Gobert, younger brother of Anthony and Aaron Gobert, will ride for Bruce Transportation. Alex Gobert spent 2001 riding for Honda Australia's Redwing HRC Racing team in the Formula Xtreme and 600cc SuperSport series.

RPM, the WERA South Central affiliate, drew 1700 spectators to the first-ever motorcycle road race at the new, 1.8-mile Grand Bayou Circuit at No Problem Raceway in Belle Rose, Louisiana, September 15-16, according to Tom Shields, who was RPM's Race Director at the time but has since left the organization. During the event, Bradley Champion recorded the fastest lap of the weekend—setting the official motorcycle lap record—at 1:15.17, aboard a Richmond Suzuki-sponsored Yamaha YZF-R6 on Metzeler DOT-labeled tires. Bent Racing's Ty Stranger-Thorsen and Jim Bishop took the first overall endurance race win at the new track, on their Ice Motorsports-sponsored 2001 Suzuki GSX-R600, and clinched the RPM/Coca-Cola Endurance Series Overall Championship. Of the No Problem Raceway track, Stranger-Thorsen said, "It's a very technical track. There are no standard passing places. You have to set up a pass over a couple of corners and take the line away from who you are passing. I like that. There is one bad place, the turn one-two combination, where you do not want to crash. We definitely need some Air Fence in that corner. It's like turn eight on Texas World's 2.9-mile course. Before they had the Air Fence there, you just knew that you couldn't crash in that corner. But I was never uncomfortable racing at No Problem Raceway." Shields agreed with Stranger-Thorsen's assessment, saying, "Yes, we really do need some Air Fence in that one corner, but the ownership of the track is so great to work with. I asked for more pavement to be added to the inside of the final corner at our test earlier this year, and it was done. We are really pleased with No Problem Raceway." RPM plans to hold two race events at the new track during the 2002 season.

After visiting the Rausch Creek Raceway site, *Roadracing World* reader Ed Siccardi reported, "I just got back from a day ride to Rausch Creek Raceway to check out the progress they're making on the new racetrack. A year ago they said they wanted to open in the spring of 2001 and we all know they were delayed but I figured they must be pretty far along by now. Boy, was I surprised! There's nothing going on at the site! Not only is there no asphalt down, the grading doesn't seem to be complete and the site looks like it did in their website pictures a year ago! The most surprising thing was there was no-one around and there was no equipment of any kind in sight—no earth-moving equipment, no trucks, no dozers, no tractors, nothing. The construction office/trailer was buttoned up tight and looked like no one had been there for some time. It looks like all work stopped several months ago and the site has just been weathering this past spring and summer. I think I can safely predict, based on what I saw today, that the track won't be opening this year or next year, either."

Rausch Creek Motorsports Park, General Manager Andrew Stutzman, sent the following explanation via the Rausch Creek e-mail list: "First the road course, things have definitely not been going as planned, but we are still 100% committed to completing the road course. Currently our engineers are resubmitting the drainage plan to the state. All the concerns of the Department of Environmental Protection have been met in the resubmit and we are now awaiting their inspection to allow our construction to proceed. This should be happening in the next few weeks. The original plan was turned down and the DEP mandated we stop track construction and will only allow work to amend the drainage plan until approved. In the down time from construction of the road course, we have solicited and gained support from local and state government for the project. Also the AMA has offered to support us in any way possible with future governmental issues we might incur. Thank you to everyone who has offered to support Rausch Creek."

AMA Pro Racing organized a test session with five racers to evaluate recent changes made to the new, 2.3-mile infield road course at California Speedway in Fontana, California on Thursday, October 11. Riders involved in the test were Eric Bostrom, Damon Buckmaster, Mike Hale, Aaron Yates and Jake Zemke. The Speedway will host an AMA National in 2002, replacing Willow Springs on the schedule. California Speedway officials made several course changes following a previous test at the facility. Both tests were closed

continued on page 10

IN THIS ISSUE

Comparison Test: Which Knee Sliders Are Best?..2
Letters To The Editor.....6
Inside Info.....8
AMA Continues Dirty Tricks.....14
Biaggi Crashes, Rossi Wins Again At Motegi.....16
Motegi GP Notes.....18
Our Vacation, Or, Racing In Thailand.....22
One Mans' Dream Bike: The A•N•D AK-1.....26
Rossi Takes Win And Championship At Phillip Island..32
Phillip Island GP Notes.....34
Xaus And Laconi Win Imola WSB.....42
Imola WSB Notes.....46
Hayden Wins, Mladin Is AMA SB Champion At VIR..48
VIR AMA Inside Info.....59
Season Review: Canadian Superbike Championship..62
Mick Doohan On GP Racing.....67
Nicky Hayden: Young Gun.....68
Barnes Wins Three races, Higbee Is F-USA Champion At Daytona F-USA.....70
Road Racing And School Calendar.....78
Daytona F-USA Inside Info.....81
CCS At Firebird.....82
Army Of Darkness, Part 2.....84
The Crash Page.....86
Towing 101.....88
Melissa Berkoff: Letters From The Belly Of The Beast.....90
Guide To Road Racing Organizations.....93
High Performance Parts & Services.....93
Want Ads.....96
Website Listings.....99
Ad Index.....99
Metzeler Sportec M-1.....100
Chris Ulrich: The Adventures Of A Racer.....102

On The Front Cover: Nicky Hayden flies the flag and Chris Ulrich grinds away a knee slider, both at Virginia International Raceway. AMA Superbike coverage from VIR starts on page 48 and our giant knee slider comparison test starts on page 2. Photos by Brian J. Nelson.

ADVANCE
DUCATI recommends
BIKERS JOIN DUCATI.COM
DUCATI TOLL-FREE NUMBER
888-DUCATI-2
DEALER LOCATOR

DUCATI AGAIN!

Bayliss and Ducati: World Superbike Champions

When a rider like Troy Bayliss teams up with a racing legend like Ducati, there can be only one result: victory. Once again, Ducati conquered the World Superbike Championship series, taking both the Rider's and Manufacturer's Championship titles in 2001. What a perfect way to celebrate the 75th Anniversary of Ducati. This outstanding result was earned through the hard work of Ducati engineers who proved the world-beating performance of the incredible "Testastretta" engine in only its debut year, the talent of Ducati racers, and the passionate support and dedication from Ducati racing fans around the world. And for a limited time, your authorized Ducati Dealer wants to make it easier than ever for you to be part of the Ducati racing legend. Call 1-888-DUCATI-2 today to find the authorized Ducati Dealer nearest you. And be sure to visit your dealer again in December when the new 2002 998 Superbike, with its Championship-winning "Testastretta" engine technology, hits the streets.

DUCATI CORSE

1 Ten Manufacturer's Championships

1 Nine Rider's Championships

75 Years of History

DUCATI

inside info

continued from page 8

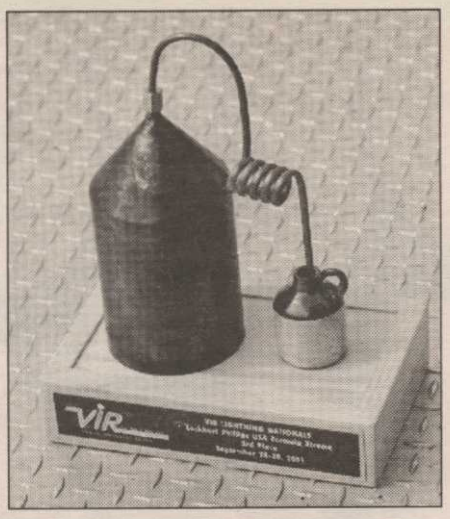
to the press. According to California Speedway Operations Manager Craig Hatch, "The main differences between when the AMA tested here last month and now was that we opened up a couple of corners to make them flow better. At the end of the long, infield straightaway there is a left-right section. That right was about 120-degrees coming back on itself. After talking to the Superbike guys and several car guys that have tested the infield course with us, we decided to open that up a little and make that a 90-degree corner, make it a little less sharp so it will flow better. We also spent a lot of time in the morning (Thursday) working on a configuration in the transition off the banking. We wanted to provide an area where traffic from the banking and pit lane could safely merge together without it taking away from the race-ability of the area. We took about 100 cones down to an area paved specially for the motorcycles' use and tried a number of different arrangements. That area will be for the motorcycles only. Cars using the road course will bypass that chicane. The riders didn't express any concerns about any other areas."

Reached by phone October 12, Yamaha's Damon Buckmaster said, "I thought it was a good productive day of track design. All of the officials from the AMA and the track were there. All of the riders—myself, Aaron Yates, Eric Bostrom, Jake Zemke, Mike Hale—worked together. I'll be very surprised if anyone has a problem with what we've worked out. For a speedway infield road course, I think it's really good. It's right up there with the best places that we go and we won't have a lot of the problems that we have now with some of the speedway infield road courses that we go to. And as far as the facilities, it's probably the best we will go to. The whole place is really nice.We had a couple of safety issues that needed to be addressed yesterday, but everyone was very open-minded and receptive. The turn-one issue was a concern but we corrected that. Then in turn two, there was one point where if you overshot you could come back across the track in a different spot before you could slow down. They will put some Air Fence or other soft barriers there to prevent that from happening when we come back. The speedway staff were very receptive to all of our suggestions. By the end of the day, we were all making laps on the whole thing. It's going to be good. The track is 45-feet wide, there are lots of places to pass, more than one line, a lot of the run-off areas are paved so that you can make a mistake and recover, they've opened up some corners to give it more flow and the main straight is super fast. I had the tallest gearing that we brought on my R6 and I still needed to go up teeth on the front sprocket. Jake (Zemke) was there for the original tests last month, and he seemed really upbeat about the changes." Buckmaster added that the track still needs added curbing, some infield grass and a cleaned-up surface.

AMA Pro Racing CEO Scott Hollingsworth has declined to sell a Superbike National sanction to Willow Springs International Raceway for 2002, citing a lack of available TV time. The racetrack had planned to hold a Superbike National in September, 2002. The track's September 13-16 race this year was postponed following the September 11 terrorist attacks, and later cancelled when AMA and track officials could not agree on a rescheduling date. According to sources close to the 2002 negotiations, Hollingsworth said that the AMA has lined up TV coverage of 10 Superbike races for 2002, leaving no room for Willow Springs on the schedule. There will be an AMA National held in 2002 at California Speedway in Fontana, California, about 100 highway miles from Willow Springs, near the location of the now-defunct Ontario Motor Speedway. Reached by phone October 10 and asked if there is a limit to how many AMA Nationals can be televised, Speedvision Productions President Dan Murphy said that his company has a contract with the AMA to cover 10 National races, with a set budget. Additional races could be covered, but the AMA or an individual race promoter would have to pick up the substantial bill. "Plus," Murphy said, "In my personal opinion, four races in the state of California is too many. You have too many races in one area and you start cannibalizing, and it's not fair to promoters who have worked hard to establish their event." Besides producing TV coverage of AMA events for Speedvision, Murphy's company promotes the combined AMA/World Superbike event at Laguna Seca Raceway in Monterey, California, usually held in July. Other AMA Nationals are scheduled at Sonoma, California's Sears Point International Raceway in May and now at California Speedway.

Angered by AMA Pro Racing's refusal to sell him a sanction for an AMA Superbike race in 2002, Willow Springs owner Bill Huth is planning to hold an Unlimited Grand Prix race with a $250,000 purse at his Rosamond, California racetrack. The race will likely be held in late October or early November, 2002, after the end of the AMA racing season, and will be open to any type of road racing motorcycle with no displacement, weight or horsepower restrictions. If all goes according to preliminary, tentative planning, the feature race will pay $100,000 to win with $50,000 for second place and $25,000 for third place, and will pay to 28th position. Every qualifier will receive $1000 for making the grid. Huth's track has the resources available to put the race together without relying on any event sponsorship. The track bailed out the 2000 AMA Superbike National when the original promoter canceled the race, and put on the event with its own money. The track signed up to hold the race again this year. AMA officials raised the event sanction fee from $105,000 to $175,000 for 2002 but ultimately declined to sell the track a sanction at any price, instead moving the race to California Speedway in Fontana, California. If the September 13-16, 2001 race had been held at Willow Springs, the total event purse would have been $70,000 split between five class, with $41,000 allocated for Superbike and the Superbike winner earning $5000. The 250cc Grand Prix race would have carried a $10,000 purse with $2000 to the winner; the Pro Thunder race would have had a $7000 purse with $1700 to the winner; the Formula Xtreme race would have had an $8000 purse with $1800 paid to the winner; and the 600cc Supersport race would have had a $4000 purse for non-factory riders, with $850 paid to the winner. The AMA Chevy Trucks Superbike Championship Bonus, split among top series finishers, totals $100,000 for the 2001 season. Top finishers in Pro Honda Oils 600cc Supersport split $15,000; MBNA 250cc Grand Prix top finishers split $10,000; Genuine Suzuki Accessories 750cc Supersport top finishers split $35,000; Buell Pro Thunder top finishers split $10,000; and Lockhart Phillips USA Formula Xtreme top finishers split $10,000.

The AMA U.S. Superbike Championship will hold a double-header at Virginia International Raceway next season, according to track co-developer Connie Nyholm. Speaking at a meeting of the Danville Sports Club on Monday, October 8, Nyholm said that next year's AMA event in October at VIR will feature two Superbike points races, one



One of the unusual, hand-crafted trophies awarded during the AMA Superbike weekend at Virginia International Raceway. Photo by Brian J. Nelson.

on Saturday and one on Sunday. (On Tuesday, October 9, VIR Public Relations & Media Director Laura Comstock said that while the track hoped to host an AMA doubleheader in late September 2002, the deal had not been finalized.) Nyholm also said that traffic problems encountered at VIR during the AMA weekend will be worked out, including making sure that police are at the pertinent intersections on both weekend days, and that VIR definitely needs to be linked to Danville/Pittsylvania County's water and sewer systems in order to increase the number of toilets and showers, as well as to go further into the track's 10-year plan which includes having an on-premise 80-120 room hotel. In response to a question from a local reporter, Nyholm stated, "Yes we would absolutely love to host WERA's GNF. They're great people...(WERA President) Ev (Clarke) was one of our very first club members here at VIR, and they are customers whom we value very highly. It would have a great impact on the local economy and is just another reason why we need to be hooked up to the water and sewer system. We would really work hard to see that we got this event." In response to a question about new access to the track, Nyholm said, "We don't feel like we deserve to ask for a four-lane highway straight to the facility right now. We need the water and sewer first. Now, if someone said, 'Yeah, you can have this four-lane highway' then we'd of course gladly accept it. But right now, our main priority is the water and sewer system so we can grow." She also stated that in "as the crow flies" distance, the north end of the track is only about 2000 feet from U.S. 58. In response to a question about the financial impact of the recent AMA event, she stated that the track broke even and that she was very upbeat about next year's event.

According to a press release issued by Sears Point Raceway, the next stage of modernization work at the Sonoma, California racetrack will include new pedestrian tunnels at turn 10 and the start/finish straightaway to replace existing bridges, new hillside terrace seats in the turn seven area and a new permanent grandstand on the west side of the start-finish straightaway, featuring fold-down seats complete with drink holders. Other scheduled work includes enlarging the hot pit and increasing run-off at turns 8, 8a, 9 and 10, as well as the construction of a kart track on the south side of the property. It's not known how much of the work will be completed in time for the May 3-5 2002 AMA National race at the facility.

Sears Point is giving ticket vouchers good for admission on Saturday of the 2002 AMA Superbike race weekend to fans who donate three food items to the track's Thanksgiving Food Drive for needy families. Out-of-the-area fans can mail or ship food items to Diana Rose, Sears Point Raceway, Highways 37 and 121, Sonoma, CA, 95476 and receive a voucher in return mail. More information is available from Rose at (707) 938-8448 ext. 118 or by e-mail at drose@searspoint.com

The AMA may not return to New Hampshire International Speedway in Loudon, New Hampshire and the event may become part of the Formula USA Series instead. AMA Pro Racing officials have discussed not returning to the track, and, preparing for that possibility, NHIS officials have been talking to Formula USA about running the annual race under F-USA sanction. According to NHIS Motorcycle Safety Director Jerry Wood, if the race converts to F-USA sanction, it will be advertised as being held "rain or shine". Wood says that racebikes built to F-USA spec can be safely ridden around the Loudon track in the wet. Asked if Formula USA is talking to NHIS, F-USA Director of Road Racing Bill Syfan said, "We've talked to them, but we talk to them every year."

Asked if F-USA would race in the rain at Loudon with its National Road Race Series, Syfan said "LRRS (Loudon Road Racing Series) races in the rain, and LRRS is a CCS affiliate." CCS sportsman events are sanctioned by Formula USA, as are the professional events that make up the Formula USA National Road Race Series.

Asked about racing in the rain at his home track, racer Dale Quarterley said "It's a double-sided sword. First of all the question is, should you be going 160 mph in the rain in the first place? That's the big question. Forget safety. You know, track-to-track-to-track, should you be going 160 mph in the rain to begin with? The back side of it is, if it's good enough for one racetrack, it's good enough for all of them. Daytona's the only place you shouldn't run in the rain, guaranteed, no question about it, because there's nothing you can do about hitting those white stripes up on the banking. Every one of them is a mini ice slick. Nevermind the chicane has 500 gallons of oil coming up out of it when it rains. Loudon itself is no worse than Mid-Ohio or than Sears used to be. I'd like to see them change the crest of the hill when you come back up over the hill. You go down, the bowl goes downhill then it starts coming back uphill, goes left, then goes left again and comes up over the hill. At the crest of the hill, the second time you crest the hill, I'd like to see that part of the course changed. Before you get there, the track should go right where the trees are. Mow a couple of trees down to go right and actually back up to the right and do a big sweeping left to go downhill. So if you fall, the one place I could see you getting hurt at Loudon is coming back down the hill, coming back into the Speedway. You know if you pitch it there, you're going above the back end of that wall. We should come onto that straight, which would be an easy thing to do. I mean it would only take a couple of pieces of pavement."

Asked if he would race in the rain, if he was back on the AMA Pro Series as a rider, Quarterley said "If we were racing, yes, I would race in the rain."

Quarterley came out of retirement from motorcycle road racing for a LRRS-sanctioned three-hour endurance race at Loudon on September 3. Quarterley rode with friend David White, and the pair finished fourth overall and first in the GT Lights class on a Suzuki SV650. The race was won by New England Performance's Scott Greenwood, Brett Guyer and Jeff Wood on a Suzuki GSX-R600. It was Wood's first race on an Inline four-cylinder motorcycle. Just days after his one-off return to motorcycle racing, Quarterley won his first-ever stock car race, a 150-lap NASCAR Busch North Series event held September 9 at Beech Ridge Motor Speedway in Scarborough, Maine. Quarterley won by 0.32-second.

Las Vegas Extremes video star Paul "Pauly" Sherer won the first-ever XSBA (Xtreme Sport Bike Assn.) stunt competi-

continued on page 12

WSMC

2001 $200,000.00 TOYOTA CUP

MOTORCYCLE ROADRACE SERIES

WILLOW SPRINGS INTERNATIONAL RACEWAY | ROSAMOND, CA

TOYOTA

October 20-21
November 17-18
December 15-16
2002 season opener: Jan. 19-20!

TOYOTA

Roadracing every month exclusively on the fastest road in the West!

WSMC WILLOW SPRINGS MOTORCYCLE CLUB

$200,000 in awards in 2001 includes all manufacturer contingency and drawing prize value. WSMC offers a wide variety of classes from the Roadracing World 125cc Grand Prix to the Unlimited Toyota Cup F-1 roadracing! Not a "young gun"? WSMC provides Formula 40 and Formula 50 class roadracing for older racers. Win a new Toyota pickup truck, a new enclosed trailer, a Yamaha YZF-R1 or a YZ-125 moto-cross bike, a full-suspension mountain bike and more with WSMC in 2001...call us for more details. Win with WSMC! → Discount 2001 License Fee available for racers joining WSMC after Sept. 1, 2001.

Are you looking to start your roadracing career, or just want to experience the thrill of high-speed roadrace competition? WSMC offers a New Racer School once a month...contact us for more info!

Our schedules, the latest club news, class rules, new racer school info, race results and more available online all day every day at

www.race-wsmc.com

Race the fastest road in the West with the best in the West!

2002 Season Info just released - WSMC will be racing every month on the 2.5 mile track at Willow Springs next year. Don't miss our special members only testing and tuning event on Jan. 6, 2002!
Call us now for more info!

WILLOW SPRINGS MOTORCYCLE CLUB
P.O. Box 911
Rosamond, CA 93560-0911

661.256.1234 tel
661.256.1583 fax
racewillow@aol.com e-mail

Located just 90 miles north of downtown Los Angeles, CA! Weekend tickets just $10.00 per person!

inside info

continued from page 10

tion in front of a very appreciative crowd at Pocono International Raceway during a Formula USA National Road Race Series weekend. For his efforts, Sherer was dubbed the "King of Pocono" and won $1100. The XSBA stunt competition was modeled after the highly-successful freestyle motocross jump competitions held by Clear Channel Motorsports (formerly known as SFX Motorsports and before that, PACE Motorsports). Contestants were invited based on submitted video resumes, proving their abilities as stunt riders. Some of the 13 contestants were teenagers with little more than one year of riding experience, but the show was not the amateur hour that many expected it to be. Each competitor was given a one-minute warm-up in front of the crowd, followed by three minutes to perform as many stunts as possible within set boundaries on the Pocono front straightaway. Each competitor scored between 5-100 points awarded by a panel of judges and was then given an average score. Meanwhile, announcers tried to call the action, making up names for new stunts as they went along.

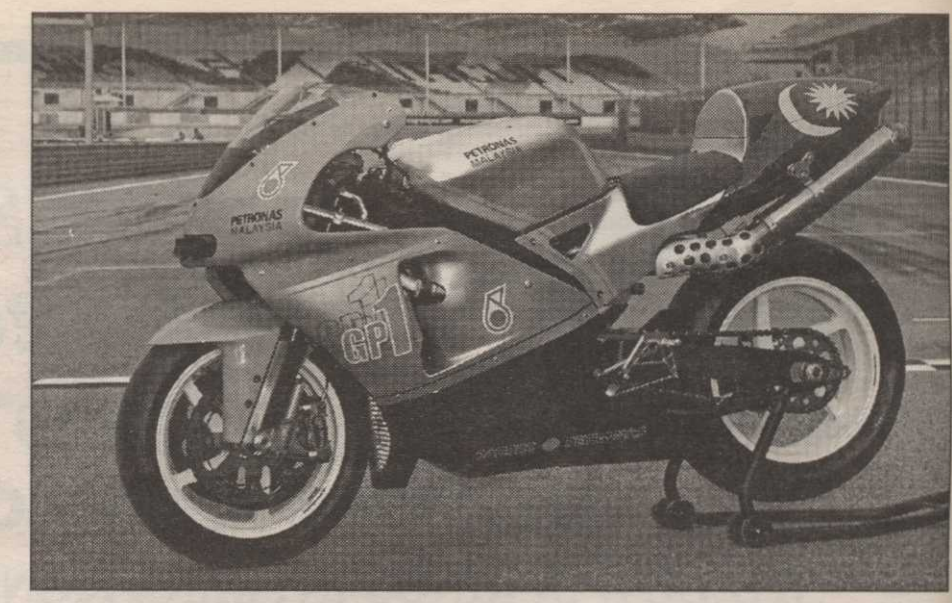
In preliminaries held Saturday evening at the conclusion of the F-USA road racing activities, the 13 XSBA entries did their routines and the top eight were invited back for the finals on Sunday. Sherer won with a routine that included "nac-nac" wheelies, a "Christ-switchback" (standing backwards on the gas tank with arms extended), a footpegs-to-tank jump called an "elevator", a reverse handstand dropped into skiing behind the bike while holding on with one hand, laying backwards on the bike face-down, and high-speed "bulldogging" (skiing beside the motorcycle). Sherer not only won for his selection of tricks, but also for smooth execution, choreography and presentation. From the winner's circle, Sherer thanked the fans, XSBA and Clear Channel Entertainment "for giving us a safe place to do this and not ride dangerously on the street." Loose Riders' Kevin Calo, from nearby Newark, New Jersey, took second but was the fan favorite for exploding his rear tire in a burnout during the preliminaries and dropping and standing on his Honda CBR900RR at the end of each routine. Matt Blankstrom of Grand Rapids, Michigan finished third thanks to a combination trick where he jumped from his seat to the tank, spun around in circles with his butt on the tank, wheelied with his feet over the windshield, and went straight into a one-handed stoppie with his feet over the windshield. For more information on XSBA go to www.xsba.com.

Jeff Wilson has left American Suzuki's Sports Promotion Department to become a Suzuki and Kawasaki dealer in his hometown of Yuma, Arizona. Wilson, 41, was in charge of Suzuki road racing support programs, road racing contingency programs and the Suzuki Cup Finals. Wilson also managed drag racing support and contingency and oversaw Suzuki's dirt track support programs. His official title was Sports Promotions Senior Specialist, On-road Manager. Wilson grew up in a Suzuki-Kawasaki dealership owned by his father in Yuma, and continued to work at the dealership for several years after his father sold the business. Wilson went to work for American Suzuki in January, 1989. When the shop went out of business in May of this year, Wilson seized the chance to open up an entirely new Suzuki and Kawasaki dealership in Yuma. Wilson started at American Suzuki as a Technical Service Rep, then became a Quality Research Supervisor in the Technical Department. Wilson moved to the Sports Promotion Department in August of 1998. Wilson's new dealership is called Wild West Motorsports, located at 2500 East 16th St., Yuma, AZ 85365. The phone number is (928) 783-8282. Wilson is married and he and his wife, Meredith, have a son, Dylan, 4.

David Lamberth, 39, is the new Executive Director of AHRMA (American Historic Racing Motorcycle Association). Lamberth, who will move the headquarters of the 5000-member Vintage-racing organization from the Kansas City area to Goodlettsville, Tennessee succeeds Jack Turner, who held the position since August 1999. Turner announced in July that for personal reasons he would not ask to have his contract extended when it expired at the end of October.

Cruise America Grand Prix Racing's Jason DiSalvo, 17, took a come-from-behind sixth-place finish in the penultimate round of the European 250cc Championship series on Sunday, September 30, at Braga, Portugal. DiSalvo then ended his 2001 European 250cc Championship season with a DNF due to brake problems with his A-kitted 2001 Honda RS250 at the final round October 7 at Cartagena, Spain. Team owner Jim DiSalvo, Jason's father, later said that the team had tried to stretch an extra weekend out of well-used carbon-fiber brake rotors, resulting in the problems.

Mauro Cereda, 30, an Italian immigrant who works as a chef in Sarasota, Florida, has been named the AMA Chevy Trucks U.S. Superbike Championship Rookie Of The Year. Cereda, who competed on a 750cc Supersport GSX-R750 in the Superbike series, will be honored at the AMA Pro Racing Awards Banquet, scheduled for December 7 in Palm Springs, California at the Desert Springs Marriott Resort & Spa.



The new protoype Sauber four-stroke GP racebike, as seen at Sepang, Malaysia. For details, see page 40. Photo by Sports Photography.

Racer Mike Himmelsbach has been named Director of Racing and the new Advanced Rider Training (ART) school run by Team Pro-Motion Sport Bike Club. Team Promotion plans to run a two-man AMA 250cc Grand Prix team next season, according to a press release. More information is available from www.teampromotion.com or (215) 675-5080.

Engine builder and Crew Chief Tom Houseworth has been downsized in a reorganization of Yamaha Motor Corporation's AMA Superbike road racing team. Houseworth joined the in-house Yamaha team five years ago, in October 1996. From 1993 until becoming a Yamaha employee, Houseworth worked for Vance & Hines Racing—which ran Yamaha's road racing program under contract before the team was taken in-house. Houseworth's first gig as a professional engine builder and tuner was with Team Hammer, Inc. (racing as Team Valvoline Suzuki) in 1990-1993, working with Donald Jacks and Chuck Graves in Formula USA and AMA competition. "What can I say?" said Houseworth when reached by phone for comment. "They have one less Superbike rider and the team was reorganized. I wish them all the luck in the world. I still want to build engines and win races." While looking for a new race team job, Houseworth plans to do freelance engine building. He can be reached at (714) 299-6270.

Tuner and Crew Chief Al Ludington has left Kawasaki and has returned to American Honda's road racing team, where he will be reunited with Miguel Duhamel. Ludington left Honda two years ago and went to Kawasaki when Team Honda's then-manager, Gary Mathers, did not renew Ludington's contract. Mathers has since retired from Honda and is now an AMA official.

Joining Ludington in a move to Honda is Danny Hull, who will work on Kurtis Roberts' RC51 Superbike chassis. Former racer Dave McGrath will continue as Roberts' Crew Chief.

Dr. Rob Tuluie has headed back into the lab to continue development of his Tul-aris 780 over the winter, focusing not only on tuning of the power-valve engine but also on building a 3-D dynamic handling computer model. Tuluie says that he is also working on an agreement to gain use of a wind tunnel, and that he is still looking for a cash sponsor to help defray travel costs associated with racing the Tul-aris 780 in the Formula USA Unlimited Grand Prix National series in 2002.

We're collecting nominations for the Fifth Annual *Roadracing World* Young Guns feature highlighting up-and-coming young road racers in the United States and Canada. To qualify for the Young Guns feature a racer must be between the ages of 13 and 19, have finished in the top three in a sanctioned road race on a 125cc or larger machine, and reside within the United States or Canada. To nominate a youngster for the 2002 Young Guns feature, call *Roadracing World* headquarters at (909) 245-6411 and request a Young Guns questionnaire. The questionnaire must be completed and returned by November 20, 2001 along with an action photo and a head shot suitable for magazine reproduction; all submitted photos must include permission to reproduce, from the photographer. Scans and photocopies of photos are not usable. All photos must have the name of the rider and the photographer on the back, along with applicable additional information such as where and when the photo was taken, including the racetrack and race sanctioning body. Mail material to *Roadracing World*, Attn: Young Guns 2002, P.O. Box 1428, Lake Elsinore, CA 92531-1428. The Federal Express or other overnight delivery address is *Roadracing World*, Attn: Young Guns 2002, 581-C Birch St., Lake Elsinore, CA 92530. For questions, call David Swarts at (909) 245-6411 between the hours of 9:00 a.m. and 5:00 p.m. PST.

California Superbike School Chief Instructor Cobie Fair found a sending unit for an on-board timing system following the AMA Mid-Ohio National in July. If you left a sending unit on Mid-Ohio's front straight, contact Fair via phone (818) 841-7661, FAX (818) 841-7019 or e-mail cobie@superbikeschool.com.

Former racer Steve Lang, who has been a member of the Murrieta, California Police Department for a decade, was injured in a gun battle in October. Murrieta is located in Southern California along Interstate 15, south of Corona and Lake Elsinore and north of Temecula and Escondido. Lang and fellow officers interrupted five men

The Difference is in the Details
Straight from World Superbike!
Choice of Carbon, Aluminum or Titanium Cans
Precision stainless spigots for durability
Balance tubes or tapered headers when needed for a linear power delivery
Mandrel formed pipes with special merge collectors
Rubber covered springs to reduce rattle
For complete information on our line of slip-ons and full exhaust systems for popular sport bikes, visit our website or call.
www.indigosports.com
Tech 770.719.3800 • Orders 877-463-4462 • Fax 770.719.3888
LeoVince®
EXHAUST SYSTEMS
SBK

intent on a home-invasion robbery. Lang was shot in one leg while chasing one of the suspects, who pulled a gun and began firing at Lang. The suspect was injured in the resulting gun battle and was hospitalized in critical condition. Lang raced TZ Yamahas in AFM and AMA competition in the mid-1970s, frequenting now-defunct local tracks including Ontario Motor Speedway, Riverside International Raceway and Orange County International Raceway, as well as still-operating Willow Springs International Raceway, Sears Point International Raceway, Laguna Seca Raceway and Carlsbad Raceway.

Racer Michael Roberson married Paige Feckoury September 8 in Decatur, Georgia.

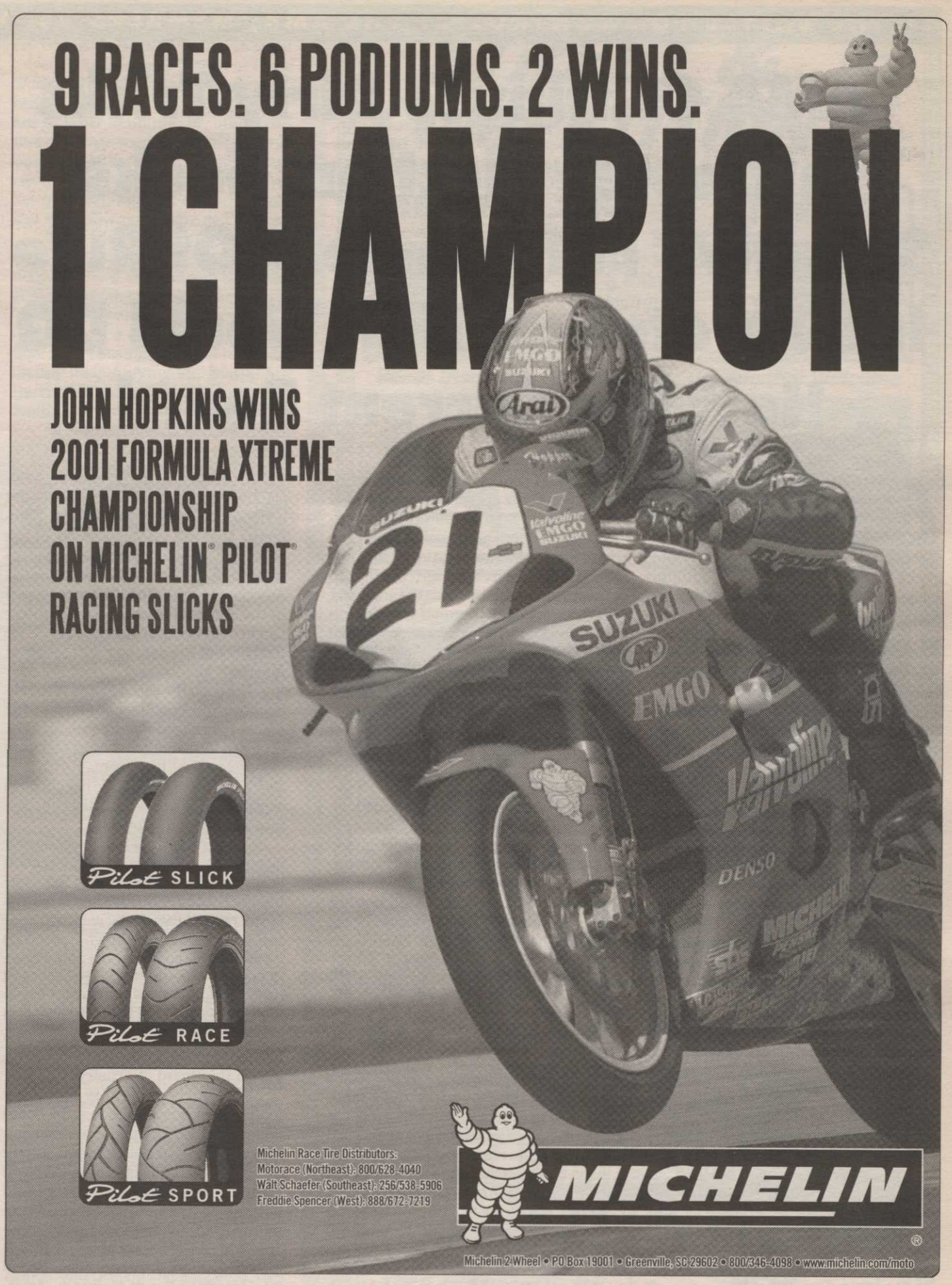
Racer Lindsey Leard and wife Dina had a daughter, Samantha Grace Leard, September 20 in Houston, Texas.

The Calgary Motorcycle Roadracing Association (CMRA) has established a fund for the widow and child of racer David Presiloski, who died following a racing accident on Sunday, September 23 at Calgary's Race City Motorsports Park. Presiloski, 34, was riding a borrowed Kawasaki ZX-9R in hopes of capturing a class Championship in the 2001 CMRA series' final event when he got into a tankslapper coming out of turn 10 and hit haybales positioned at the end of a concrete retaining wall on the inside of the track. According to local news reports, Presiloski was thrown from the motorcycle, flew into another concrete wall and later died of head injuries en route to the hospital. CMRA officials postponed the rest of the event until the following weekend, September 30. The organization also awarded Presiloski first place in the race in which he crashed, making him the Heavyweight Sport Bike Amateur Champion. Presiloski is survived by his wife Jose, his daughter Angelique (who was born on October 10, after Presiloski's death), his mother, Dell Pruss, and his brother, Dennis Presiloski of San Jose, California, a road racer with the AFM. Donations can be made with credit card via Pay Pal at the CMRA's official website, www.roadracing.org.

Racer Scott Gowland was killed in a crash at Summit Point Raceway on Saturday, October 13 during a CCS race weekend. According to racer Bob Robbins, Gowland got into a tankslapper and lost control exiting turn 10 on the first lap of the first race of the day, Heavyweight Sportsman Expert, crashed and slid into the pit wall on the inside of the racetrack. Gowland, who owned the Speedwerks/Cyberlogtech team competing in the WERA National Endurance Series Lightweight Superbike class, was survived by his parents, John and Renee Gowland; his fiance Olcan Cetinkaya; and his sisters Michele and Ashley and brother Adam. Expressions of sympathy may be directed in Scott Gowland's name to VMI Annual Giving, P.O. Box 932, Lexington, VA 24450 or Valley Forge Military Academy and College, Institute Advancement Department, 1001 Eagle Road, Mellon Hall, Wayne, PA 19087-3695.

Racer Stuart Stratton died Friday, October 19 following a pre-grid crash at Daytona International Speedway. For details, see page 81.

Correction: A missing word in a story on the Take Back The AMA campaign created the wrong impression that campaign contributions are tax deductible. The offending line of text, which appeared on page 10 of the November issue of *Roadracing World*, read "Tax-deductible campaign contributions to offset the cost of printing and mailing election brochures are being accepted by the *Roadracing World* Action Fund, P.O. Box 1428, Lake Elsinore, CA 92531-1428, (800) 464-8336." The line of text should have read, "Non-tax-deductible campaign contributions..." Contributors have been contacted and given the option of having their contribution returned. ***RW***



ROADRACING WORLD®
& MOTORCYCLE TECHNOLOGY

HOLIDAY GIFT IDEA!

Surprise someone special with a Gift Subscription to *Roadracing World!!* Just $17.95 for one year.

Now you can share your enthusiasm for the sport of motorcycle road racing with a gift subscription to *Roadracing World & Motorcycle Technology*. It's the perfect gift for race fans, sponsors, friends and relatives.

Special Quantity discount: Buy two or more gift subscriptions for $15 each. That's two gift subscriptions for $30, three for $45, etc. You may renew your own subscription at the discount rate with your order of two gift subscriptions.

To order, call the Roadracing World Subscription Hotline at **800-464-8336.** Or fax your order to (909) 245-6417. Order today!

AMA Continues Dirty Tricks In Trustee Election, Seeks Selective Enforcement Of Rule Interpretation That Would DQ Half The Current Board

Apparently fearing public exposure of AMA dealings now hidden from the membership, AMA officials and Trustees made the first move in an attempt to disqualify the Take Back The AMA reform slate of candidates for AMA Trustee, John Ulrich, Jeff Nash and Kevin Schwantz.

Ulrich, Nash and Schwantz have built their campaign on promises to serve with "Honesty. Integrity. Action."; improve the AMA's work to defend the right of all motorcyclists to fair treatment on and off-road with full access to public lands; increase accountability to the membership, including full disclosure of the true cost of the Edmondson vs. AMA debacle settled earlier this year by the incumbent board voting to pay Roger Edmondson $3 million in members' funds; make rider safety the top priority in all racing disciplines; and restore AMA Pro Racing—run in the recent past as a heavily-subsidized for-profit (yet rarely profitable) subsidiary of the AMA—to the direct control of the Association.

In nomination balloting concluded October 8, the three reform candidates overwhelmed their incumbent Trustee opponents, Ulrich drawing 165 votes to incumbent Ellis Robertson's 74, Nash drawing 59 votes to incumbent Ron Widman's 29, and Schwantz drawing 190 votes to incumbent Carl Reynolds' 32.

In a letter addressed to Ulrich, Nash and Schwantz, AMA President Rob Rasor outlined the AMA's case for disqualifying the reform candidates, based on a new interpretation of Article VII, Section 1 of the Code of Regulations for the AMA.

It appears that the new interpretation of the section of the Code, if upheld, would actually disqualify about half the current Trustees from serving on the Board, including employees of Honda, Kawasaki, Suzuki, Harley-Davidson and Dunlop, as well as a Harley-Davidson/Suzuki dealer—unless the new interpretation is only applied selectively.

Interestingly, former Trustee candidate Jerry Wood, who was nominated but lost in the subsequent Northeast Region election to AMA Chairman Rick Gray, said last week that he did not receive such a letter when he was nominated in 2000, despite owning and operating a racing school that has been sponsored by Kawasaki for 20 years.

Ulrich owns a company which operates a race team and a riding school that includes Suzuki among its sponsors and former 500cc World Champion Schwantz operates a riding school which uses Suzuki motorcycles provided by American Suzuki Motor Corporation. Schwantz also provided riding coaching services under contract to American Suzuki in the 2000 and 2001 racing seasons, although he has said that he does not plan to seek renewal of that contract with American Suzuki in the future; the contract expires prior to the start of the new Trustee terms. Nash won the 2000 AMA Pro Thunder Championship and is currently racing in the 2001 AMA Pro Thunder Championship with Dunlop as one of his team's sponsors.

Interestingly, Rasor, as President, is a hired hand. Under the Code he is under the "controlling surveillance" of the Board and thus has no authority to interpret the Code, only to carry out the Board's policies. Moreover, any interpretation, even if sanctioned by the Board, that varies from or extends the text, would arguably constitute an amendment which would have to be made under Article XVI of the AMA bylaws.

The text of Rasor's letter follows:

Congratulations on your having completed the first phase of the nomination process. I want to take this opportunity to share with you the final results of the nomination process that have been audited and reported to us by the independent accounting firm of Ernst & Young. A copy of Ernst & Young's report is enclosed for your reference.

Based upon Article VII of the Code of Regulations of the American Motorcyclist Association (the "Code") and the results of the nominating process as certified by Ernst & Young, the following individuals have been nominated:

Southwest Region—Ellis Robertson and John Ulrich have received sufficient nominations to appear on a ballot in the January 2002 issue of American Motorcyclist which is published early in December 2001.

Southeast Region—Carl Reynolds and Kevin Schwantz have received sufficient nominations to appear on a ballot in the January 2002 issue of American Motorcyclist which is published early in December 2001.

South Central Region—Ron Widman and Jeffrey Nash have received sufficient nominations to appear on a ballot in the January 2002 issue of American Motorcyclist which is published early in December 2001.

At this point in the process, the Association must ensure that the successful nominees meet all of the eligibility requirements that are set forth either in the enlosed "Guide for Governance: Directorship in the American Motorcyclist Association" or the Code that is contained in the enclosed "Manual for Volunteer Leaders" in order to actually appear on the ballot in the January 2002 issue of American Motorcyclist.

Although the vast majority of the eligibility requirements contained in the above-referenced documents and the enclosed Confidentiality Agreement are self-explanatory, those contained in Article VII, Section 1 of the Code require more explanation. Specifically, Article VII, Section 1 states the following:

...A person shall not be eligible for election as a Trustee if such a person is employed or affiliated with the same business entity, or another business entity related thereto by common control, as another person who would be serving as a Trustee at the same time. A Trustee may not be an employee of the Association. An Individual Member Trustee may not be an employee of any Corporate Member who has a designated Member Trustee presently serving on the Board of Trustees...

The purpose of this eligibility requirement is to ensure that the Board consists of 12 independent decision-makers who are not economically or otherwise subordinate to another Board Member. Accordingly, any successful nominee who is either: (i) employed by the AMA; (ii) employed by or affiliated with a Corporate Member that is currently represented on the Board (i.e., American Honda Motor Co., American Suzuki Motor Corp., Dunlop Tire Corp., Filter Publications LLC, Harley-Davidson Motor Co., or Kawasaki Motors Corp.); (iii) employed by or affiliated with any current Individual Member not standing for reelection as a Director (i.e. J. Richard Gray, Dal Smilie, or Jeff Smith); or (iv) employed by or affiliated with an Individual Member Director Nominee as set forth above is not eligible to become a Director.

In order to make a final determination about the elgibility of a Nominee to become a Director, I must ask you to disclose in writing to me any employment or other affiliation that you have with either a Corporate Board Member, Individual Board Member, or current Nominee. I must receive that written disclosure on or before October 19, 2001, and it must fully describe the identity and type of any such employment or affiliation. After review of the written disclosures, if any, it may be necessary to require further information from a Nominee including, without limitation, the agreement(s) between the nominees and Board members of other nominees.

Additionally, in order to create the election ballot, we will need a black-and-white head shot of you along with your background and platform (200 words or less) by Thursday, November 1. Please feel free to use the self-addressed, postage-paid envelope which is enclosed.

Thank you in advance for your cooperation in this matter. If you have any further questions about this process, please feel free to contact me or our general counsel, Timothy J. Owens, at Owens & Krivda, 471 E. Broad St., Suite 2001, Columbus, Ohio 43215 or (614) 228-8995.

Sincerely yours,
Robert Rasor, President
American Motorcyclist Association

(Owens was the architect of the legal strategy which ultimately led the AMA to settle with Edmondson for $3 million last summer.)

In a letter responding to Rasor, Ulrich wrote:

Dear Mr. Rasor:

I am in receipt of your letter dated October 11.

The question you pose regards my meeting eligibility requirements to become a Trustee of the AMA. You quote Article VII, Section 1 of the applicable Code: "A person shall not be eligible for election as a Trustee if such person is employed or affiliated with the same business entity, or another business entity related thereto by common control, as another person who would be serving as a Trustee at the same time. A Trustee may not be an employee of the Association. An Individual Member Trustee may not be an employee of any Corporate Member who has a designated Member Trustee presently serving on the Board of Trustees..."

I can assure you that I am not "employed or affiliated with the same business entity, or another business entity related thereto by common control, as another person who would be serving as a Trustee at the same time."

The meaning and purpose of the quoted section of the Code is clear. However, while I find that the interpretation of the Code as further explained in your letter is not supported by the Code itself, and is a "reach" of monumental political proportions, I can also assure you that I am eligible to be a Trustee using the definition of "affiliated" in common use in this country.

From The American Heritage Dictionary of The English Language: "1. To adopt or accept as a member, subordinate associate or branch. 2. To associate (oneself) as a subordinate, subsidiary, employee, or member: affiliated herself with a new law firm. 3. To assign the origin of.-intr. To become closely connected or associated: The two unions voted to affiliate. -affiliate n. A person, an organization, or an establishment associated with another

as a subordinate, subsidiary, or member: network affiliates."

I am not employed by any company with an employee on the Board, nor am I employed by any company which is affiliated, i.e., subordinate, to any company with an employee on the Board.

Even if you are attempting to use a broader definition of the word "affiliated," despite your statement that "The purpose of this eligibility requirement is to ensure that the Board consists of 12 independent decision-makers who are not economically or otherwise subordinate to another Board Member," I still have no such relationship which would disqualify me.

However, if you are attempting to use a broader definition of the word "affliated," I am curious as to how the following current Trustees escape such a broader definition of "affiliated" and are eligible to serve:

Ray Blank, American Honda, and Mike Buckley, Dunlop, given that Honda is a major buyer of OEM tires from Dunlop, and given that Dunlop is a major sponsor of American Honda's racing teams. Given that Dunlop's motorcycle tire business greatly depends upon OEM tire purchases, it would seem that Mr. Blank would have great influence over Mr. Buckley. The same can be said for Kawasaki's John Hoover, Suzuki's Mel Harris and Harley-Davidson's Clyde Fessler vis a vis Dunlop's Mr. Buckley. Combined, Honda, Kawasaki, Suzuki and Harley-Davidson represent a huge portion of Dunlop's OEM tire business, and Dunlop supplies hundreds of thousands of dollars worth of free tires and other support to AMA road racing teams fielded by Honda, Kawasaki and Suzuki (and formerly, Harley-Davidson).

Mel Harris of Suzuki and John Hoover of Kawasaki, two companies which recently announced an affiliation, using your apparent broader definition.

Ron Widman, a Suzuki and Harley-Davidson franchised dealer, and Mel Harris of Suzuki and Clyde Fessler of Harley-Davidson, given that allocations of machines can literally make or break a motorcycle dealer, and given that Mr. Harris has ultimate personal control over allocation of machines to franchised Suzuki dealers (I am not certain of Mr. Fessler's position at Harley-Davidson, although the Motor Company itself certainly has the ability to manipulate Mr. Widman's product allocations and thus determine his profitability and ultimate success as a dealer.)

Jeff Smith, a Trustee of AHRMA, which operates events under AMA sanction and specifically conducts AMA Vintage events at Mid-Ohio and Sears Point in what appears to be some sort of joint venture or promotion. This situation would appear to leave the smaller of the two organizations, AHRMA, and its representative, Mr. Smith, in a position to be unduly influenced by other Trustees as a group.

In the recent past, Paul Dean and, before him, Jim Hansen served as Trustees, representing Cycle World magazine, which depends largely on ad sales to OEMs for its profitability and even survival, ad buys which are currently controlled or ultimately overseen by Honda's Mr. Blank, Suzuki's Mr. Harris and Kawasaki's Mr. Hoover. (Again, I am not sure of Mr. Fessler's position, although Harley-Davidson advertising is a big factor for Cycle World.). Of course, Mr. Buckley controls Dunlop's aftermarket advertising, also widely seen in Cycle World. All of which would lead one to believe, if one subscribed to your apparent broader definition of "affiliated," that any magazine representative would be greatly subordinate to any OE representative, or tire representative. Yet Mr. Dean and Mr. Hansen somehow were allowed to serve as Trustees.

Given the past and current makeup of the Board, it is clear that a precedent has been set utilizing the strict guidelines of the actual Code wording: "related thereto by common control". (If you have a different interpretation, then I assume you will be immediately disqualifying Mr. Blank, Mr. Harris, Mr. Hoover, Mr. Widman, Mr. Smith, Mr. Fessler and Mr. Buckley.)

All of which means that, even with any new interpretation of the guidelines, I am eligible to serve as a Trustee.

In anticipation of your next question, I have had and currently have business dealings with Honda, Kawasaki, Suzuki and a subsidiary of Harley-Davidson. However, these business dealings are arms-length transactions and do not involve control.

One of my companies, *Roadracing World* Publishing, Inc., produces a magazine and website and sells ads to the above referenced companies, although I have on two occasions happily invited two of those companies to keep their ads when persons working for said companies attempted to exert control on my publication's editorial content or business policies. I am subordinate to no one, and I do what I believe to be right.

Another company I substantially own, Team Hammer, Inc., operates a road racing team, Team Valvoline EMGO Suzuki, in AMA Pro Racing. The team has as its primary sponsor an outside-the-industry company and, as a secondary sponsor, American Suzuki Motor Corporation. The team has about 20 sponsors in all. The contract between Team Hammer, Inc. and American Suzuki clearly states that American Suzuki has no control over how Team Hammer operates its racing programs, and furthermore contains language clearly stating that American Suzuki has no control over what I personally say or do. The business relationship between Team Hammer Inc. and American Suzuki is no different than the business relationship between Dunlop and American Suzuki, Dunlop and Honda, and Dunlop and Kawasaki, that of a contracted supplier, although Dunlop supplies tires and Team Hammer supplies racing activities.

My primary source of income is *Roadracing World* Publishing, Inc., although I do hold stock in Harley-Davidson Motor Co., purchased in 1986 at the IPO. I have also done some freelance writing and consulting but at this time have no outstanding projects and/or contractual obligations.

Lastly, I would like to know if the AMA sent this same letter to candidates standing for election in 2000 and to candidates standing for election in 1998. I look forward to your reply.

If you have any further questions, please don't hesitate to contact me or my attorney, Arthur C. Chambers, at (415) 441-0169.

Sincerely,
John D. Ulrich

STREET & COMPETITION
TRACK-SIDE SINCE 1981
20 years of Quality Customer Service & Support
METZELER PIRELLI
Rennsport & Super Corsa
D.O.T.'s, Slicks & Rains
Multiple AMA & F-USA wins this season
Racer Discounts • Contingency Certificates Welcome
HINDLE Exhausts and Slip-ons
Full Race pipes for GSXR600, ZX6R and Hayabusa, for The MOST Peak Horsepower!
STREET & COMPETITION Top Mount Damper Kits Now Available for SV650, GSXR '00, CBR929 & RC51
Experienced & Knowledgeable Sales Staff
Brake Line Kits
Racing, Sportbike & Cruiser Kits
Stainless Steel -2, -3, Kevlar & Carbon Look
Complete Range of Hose Ends & Fittings
PFM Superbike Brake Kits
Full Race Kit includes Narrow Blade, Ductile Iron Rotors, Calipers, Pads and Lines
Supersport Rotors available too!
Fall SPECIAL - SAVE
$200 on Custom Suit Lettering, Graphics & Options
$100 on Velocity II, Volante
Vanson Leathers
JOE ROCKET
also HELMETS, LEATHERS, JACKETS, BOOTS, GLOVES & BODY ARMOR from Arai
alpinestars TEMPO DAINESE SHOEI
ÖHLINS PENSKE RACING SHOCKS FOX RACING SHOX
METZELER PIRELLI BRIDGESTONE DUNLOP MICHELIN
SHARKSKINZ RACING BODIES
ZERO GRAVITY WINDSCREENS
TIRE WARMERS BY CHICKEN HAWK
TYR SOX
NEW PRODUCTS
Techlusion F.I. Nanny
S&C Top Mnt. Dampers for SV650
CFM Brake & Shift Levers
Sub Frames for
SV650, GSXR750 00'& 01', F4, R6
STREET&COMPETITION SINCE 1981
The Right Parts...Right Away
800-326-5487
TECH LINE 518-279-4598
Same Day UPS
1173 Hoosick Rd.
Troy, NY 12180
ORDER ONLINE @ streetandcomp.com
WATCH FOR OUR 2001 CATALOG - COMING SOON
GP TECH THUMB BRAKES • HINDLE • M4 • DYNOJET • FACTORY • K&N • PINGEL • ND • NGK • MOTUL • SILKOLENE • SPECTRO • KNEE SKIDS • ENGINE COVERS • SPOOLS • TEMP GAUGES • TACHS • FAIRING BRACKETS • EK • RK • DID • DAYTONA • FRAME SLIDERS
PBI • PRO-TEK • VORTEX • GRAVES • CFM • WOODCRAFT • CLIP-ONS • REARSETS • TRAXXION DYNAMICS SPRINGS & VALVES • OLYMPIA • ARAI • SHOEI • STOPWATCHES • SAFETY WIRE PLIERS • FORK CLAMPS • TYR SOX • CHICKEN HAWK • BARNETT • THERMOTECH
GOODRIDGE • PERFORMANCE FRICTION • EBC • FERODO • GALFER • AP RACING • NISSIN

Max Biaggi (3) crashed out of the lead in the 500cc Grand Prix at Motegi, handing the race win and an even larger points lead to Valentino Rossi (46). Photo by Sports Photography.

Biaggi Crashes, Rossi Wins, Again!

By Mat Oxley

Karl Marx said that religion is the opiate of the masses. If he were around today he would've mentioned sport, too. Sporting obsessions keep your mind off what's happening outside in the big bad world, like going bike racing when World War III is threatening to kick off.

Motorcycle racing is our own little world, our microcosm, but there are times when it gets overtaken by events, like the 1982 Buenos Aires GP, when Barry Sheene, Kenny Roberts & Co got out of the place just as the Argentine navy was sailing on the Falklands Island and into war with the British. Or Bosnia 1990, when the start of the region's ongoing crisis cancelled the Yugoslav GP.

Now here we were at Motegi, where the biggest news, as cruise missiles were heading for Afghanistan, was an outspoken press statement released by Max Biaggi. The Roman Emperor's statement came out at the end of three days of anxious atmosphere, many within the paddock working hard to convince themselves that nothing else mattered than racing for a World Championship while nervously keeping one eye on CNN.

It seemed like the best thing to do in the circumstances. But it didn't help Mighty Max, who blew any hope of realizing his 500cc World Championship dreams at the Japanese track, crashing his Marlboro Yamaha for the third time in four races.

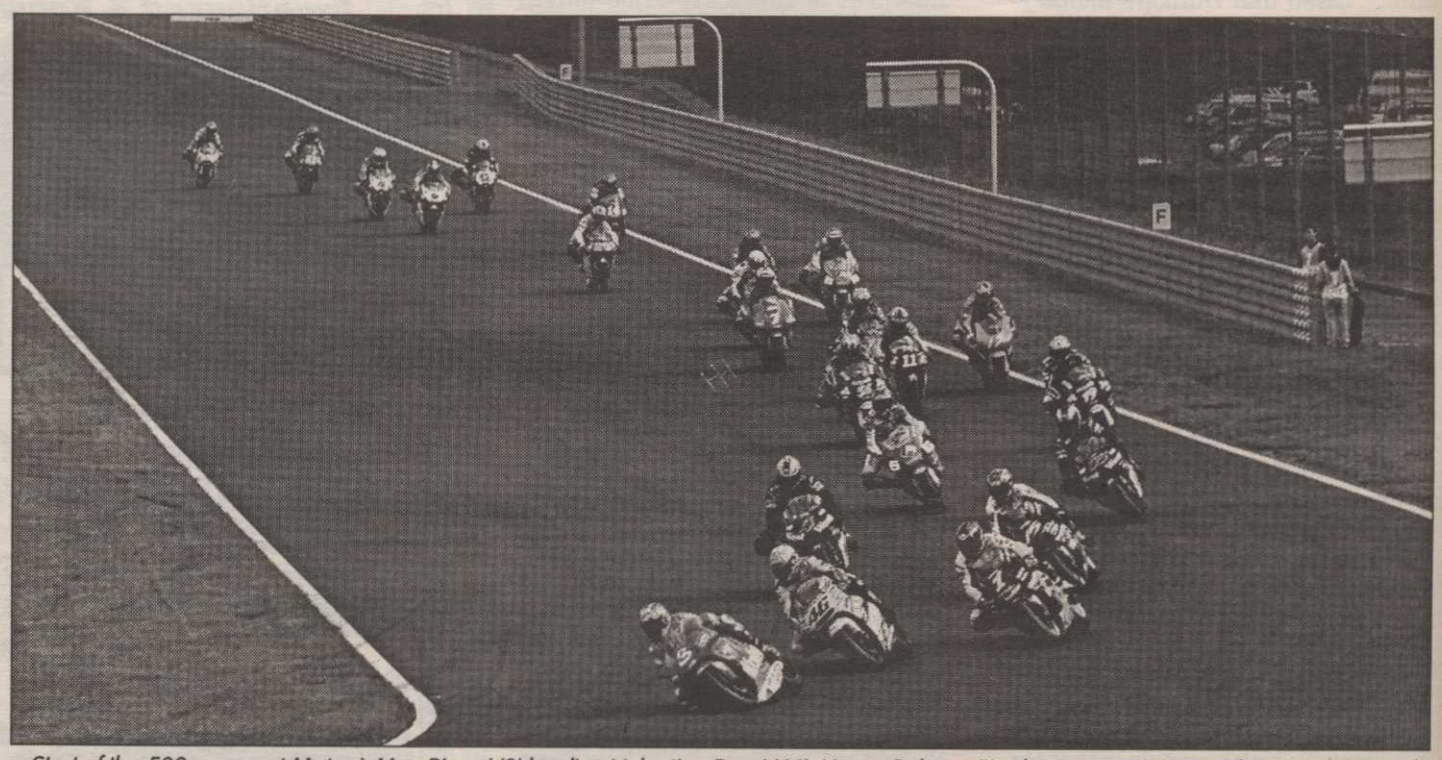
Biaggi's fortunes had turned dramatically during those four events. Before the midseason break in the series schedule he'd been hauling in Valentino Rossi, winning three of six GPs to close to within 10 points of his bitter rival. As the GP circus went on its midsummer vacation, the clever money was on Biaggi winning the title. The theory went that Biaggi knows how to ride hard for a title. He'd won two of his four 250cc titles at the last race of the season, while Rossi had had relatively easy runs to his 125cc and 250cc crowns. We all knew Biaggi would get stronger as the pressure mounted, while Rossi, genius or not, might not.

So much for theories. First time out after the break at Brno, Biaggi's favorite track, he crumpled under relentless pressure from Rossi. Two weeks later he did it again at Estoril, sliding out of third place, and though he remounted on both occasions, he was falling impossibly behind Rossi on points. Motegi gave him one more chance, of a kind. Already 42 points down, there was only one way to go—win or bust. And perhaps if he could race Rossi, he might fluke the young upstart into making a mistake. But pressure doesn't work like that. All the heat was on Biaggi and Rossi wasn't about to kick back too much and mess up. He is, it seems, the golden boy who can do no wrong. Plus, of course, he's got a Honda NSR500, something Biaggi never lets anyone forget.

"I just can't explain the crash," said Biaggi's statement, released some hours after the race. "I can only say that I was having to ride over the limit to stay in front, and in cases like this the risks get huge. But I'm like that. If I can fight, I do it, I race against the odds. If you're just happy with the way things are, you end up fighting for lower results, as happened to my fellow Yamaha riders today. Abe was 14 seconds behind the winner, Nakano 22 seconds and my teammate Carlos 27 seconds. These riders aren't losers, they're race winners, and even rookies like Nakano and Jacque complain about the same problems that Carlos and I do.

"I think I have a strong character, a strong, willing character, and I'm one who plays all his cards. I think Yamaha counted on this, and it's perfectly right they do, but it's not possible to count on this alone. The Championship has been difficult since the beginning but we've had some good moments and I've won a few races.

"Anyway, I've just come out of a long meeting with Yamaha's top racing managers who wanted to tell me that they realize that the bike has a structural problem, and that it's impossible to go against that. They told me they know that I was riding over the limit, and that the YZR cannot go as fast as I try to go. At the beginning of the season they thought they could solve the YZR's problems by working on the set-up and doing some development, but losing the title makes them think this is not the solution. For sure, these words don't cancel my great sadness and disappointment at losing the title, but they help me to understand that this time there's a willingness within Yamaha to change. In a word, they realized that we need some radical changes. Finally, the real possibility to change is the new four-stroke project. It's a change I'm eager for, because at times this year I've felt too much weight of responsibility on my shoulders, being the only one who would speak with the factory about what's wrong. Anyway, now the title is gone, congratulations to Rossi who has been good, smart and clever to make the best of what he has in his hands."

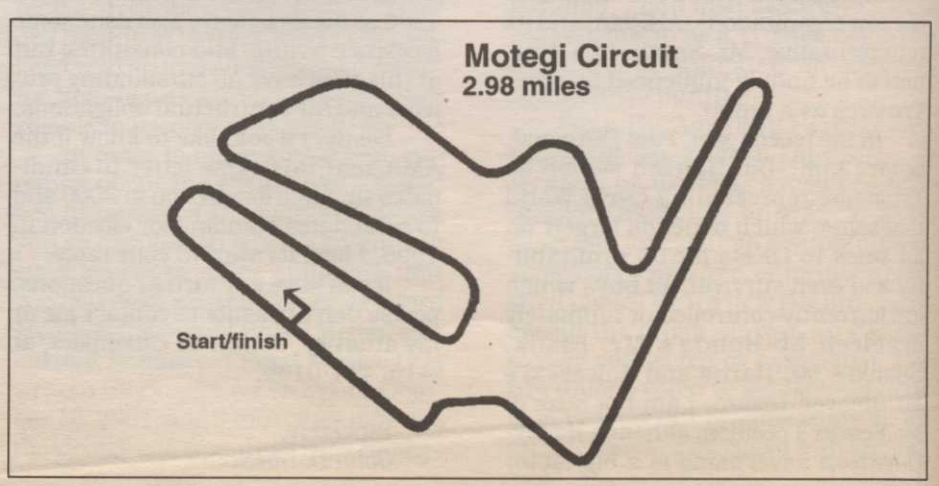


Start of the 500cc race at Motegi, Max Biaggi (3) leading Valentino Rossi (46), Kenny Roberts (1), Alex Barros (4), Sete Gibernau (15), Norick Abe (6), Loris Capirossi (65), Olivier Jacque (19), Shinya Nakano (56), Noriyuki Haga, Tohru Ukawa (11), Jurgen van den Goorbergh (17) and the rest of the field. Photo by Sports Photography.

Yamaha must've been delighted...

Qualifying

The day before Biaggi unburdened himself, he scored second in qualifying, missing his sixth successive pole by a fraction of a second from West Honda's Loris Capirossi. Compatriots Biaggi on the Marlboro Yamaha and Rossi on the Nastro Azzurro Honda were second and fourth-quickest while



Capirossi's teammate Alex Barros was third. Capirossi's performance maintained the Italian trio's amazing record of taking pole at each of the 13 GPs so far—Biaggi ahead with six poles to Rossi's four and Capirossi's three.

But final qualifying left many riders and teams somewhat bewildered because the fastest lap of the day was only 0.15-second faster than last year's Motegi pole time, and in a year in which lap times have dropped by a second or more, that was a negligible improvement. Engineers attributed the smaller-than-usual gain to deterioration in the track's grip characteristics. That theory was borne out by the pace in the 250cc class—in which pole position was over two-tenths slower than last year's 250cc pole.

Capirossi was nevertheless delighted to take pole at this important event, with so many Honda personnel watching from trackside. "And I'm also really happy because I did my best lap with a race rear, which is a good sign for the race," Capirossi said. "I'm experiencing a little movement from the front end on the way into corners but we won't mess around with the set-up tonight because rear-end traction is more important here."

Capirossi was the last of five riders to go fastest during the session, taking over from Biaggi, who'd gone quickest just a minute before. "My number-one bike was working better than yesterday but it had a gearbox problem early in the session, so I had to use my second machine which wasn't set-up quite as well," said Biaggi. "I never really like to use my second bike because it always feels a bit different, but I just put my head down and it was good enough for second-fastest. I should have my number-one bike back for tomorrow."

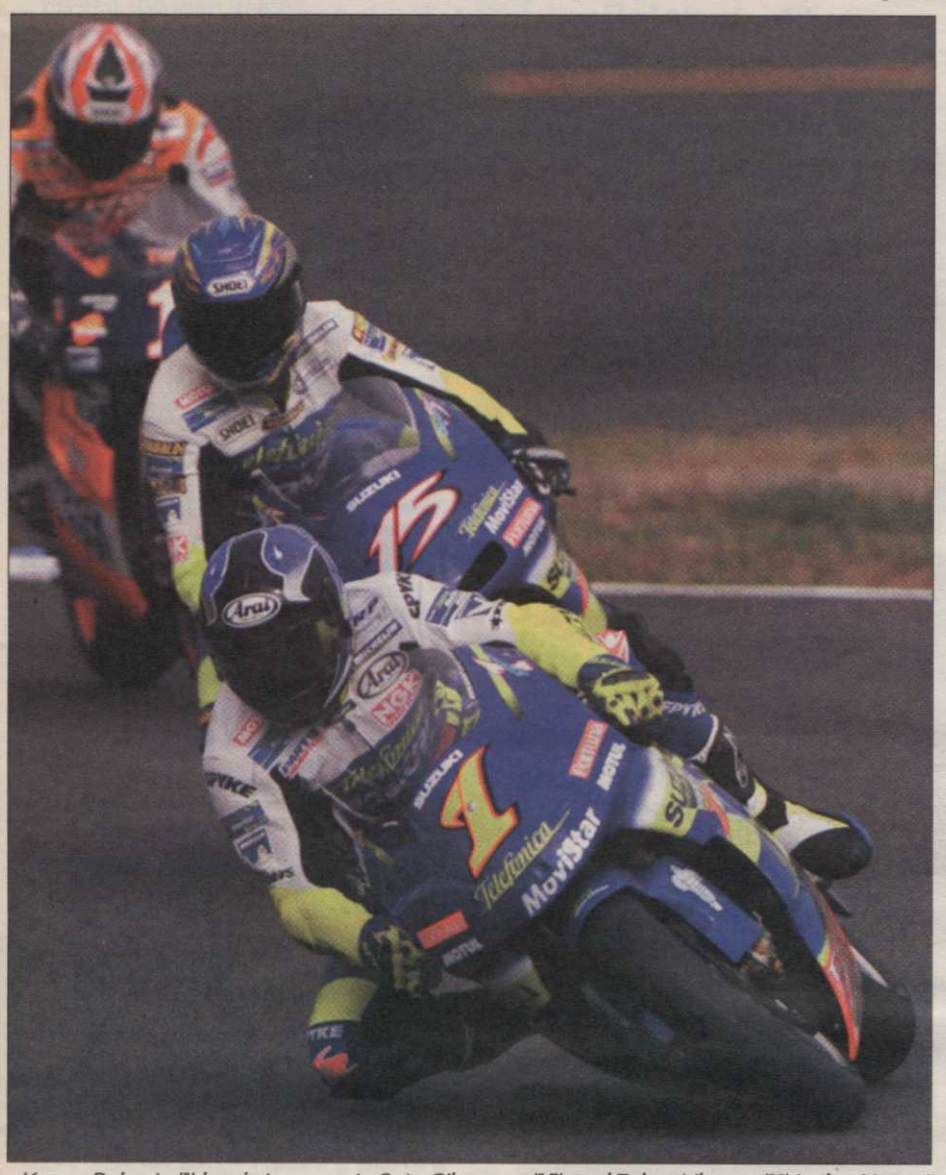
Barros was content with third. "We've focused on making small setting changes today," said the Brazilian. "The race will be difficult because there's not so much grip out there but whatever the conditions I'll do my best."

World Championship leader Rossi was next up, 0.791-second off pole. "We've got plenty of problems here, most of all with grip," said the youngster. "We thought we had found a good set-up this morning but it didn't work so well this afternoon. I did one good lap to get me on the front row, which is good, but to be honest I'm still struggling."

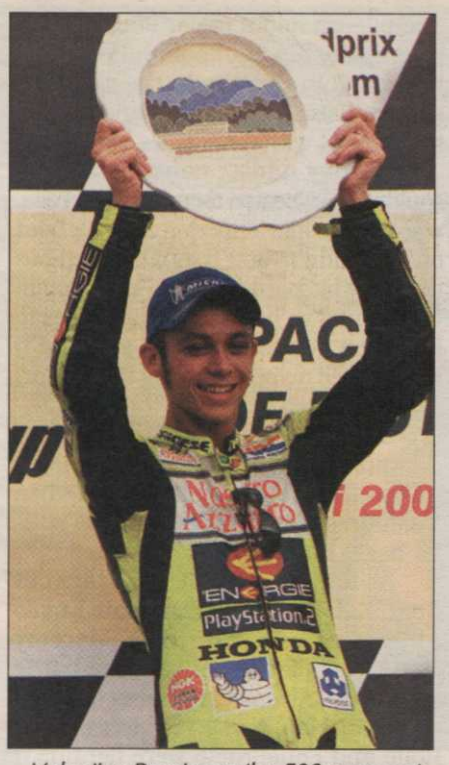
Shinya Nakano on the Gauloises Yamaha missed his ninth 500cc front-row start by just 0.096-second to lead row two ahead of Movistar Suzuki's Kenny Roberts, who failed to improve on his Friday best after a minor tumble during the final session.

Amazingly, Roberts had been quickest on Friday, at a track where he'd won the previous two races, beating Mick Doohan in the wet in 1999 and Rossi in the dry at the 2000 Pacific Grand Prix. The American had gone backward to go forward, reverting to old chassis parts to find some much-needed speed after making crucial deductions at Valencia.

"The circuit character at Valencia gives a lot of feedback, which helped us pin down some of the problems we've been having with feeling this season," said Roberts. "We learned a lot there and what we found out convinced us to try out some older chassis parts for this race. So far they are massively improving the feel I'm getting. We'll probably need to go another second faster tomorrow but at least we've pinned down some problems and so we should be able to move forward from here."



Kenny Roberts (1) leads teammate Sete Gibernau (15) and Tohru Ukawa (11) in the Motegi 500cc Grand Prix. Roberts finished eighth. Photo by Sports Photography.



Valentino Rossi won the 500cc race at Motegi and left with a gigantic points lead. Photo by Sports Photography.

But it turned out to be a bit of a false dawn, Roberts' Saturday fall ending his hopes. "It was a strange crash," he said. "We changed the rear suspension link and that overloaded the front, then I was too aggressive on one of the hairpins and it got me."

Teammate Sete Gibernau and Nakano's partner Olivier Jacque completed the second row behind defending World Champion Roberts, while Repsol Honda men Tohru Ukawa and Alex Criville sat on either end of row three, flanking Jurgen van den Goorbergh on the Proton and Carlos Checa on another Marlboro Yamaha.

Race

Once again it was Biaggi and Rossi out front in the year's 13th race, Biaggi leading by a few meters until he once again pushed too hard, sliding to earth at 100 mph after just six laps. While a dismayed Biaggi trudged back to the pits, Rossi continued his triumphant march toward the 2001 title, easily dismissing a challenge from Barros, who comfortably led home Capirossi.

Honda bosses must've been delighted with a dominant one-two-three finish at the US $350 million track they built to celebrate the company's 50th anniversary in 1998. But once Biaggi was out, the Pacific GP held little interest, nothing new at a track that does little to encourage wheel-to-wheel combat. The race was probably the least entertaining of the year and left Rossi with a 67-point series lead, meaning that he only had to make the top eight at the following Sunday's Australian GP, though he wasn't getting too excited about claiming the title at Phillip Island.

"I hope to win the title in Australia but it doesn't matter when or where I win it, so long as I do win it," Rossi said. "We had a few problems in practice here but we made some quite big changes to the bike for warm-up and it was much better for the race. I knew Biaggi would try and make an early break but I was able to stay with him. After he crashed I just pushed hard and maintained my rhythm to keep my two-second advantage over Barros."

Barros did close the gap to 1.3 seconds at half-distance but Rossi responded to cross the line 2.6 seconds in front. "My start made a big difference because I got stuck behind Sete and Kenny which cost me time while Max and Valentino got away," said Barros, riding in his 160th 500cc Grand Prix. "My only chance was if Valentino had made a mistake but I didn't expect that to happen!"

Capirossi also fluffed his getaway. "But I'm happy with third, especially after my crash at Valencia," said the Italian, who had to work hard to keep Norick Abe on the Antena 3 Yamaha behind him.

Capirossi's seventh podium of the year brought him to within 20 points of Biaggi, who had this to say before he went into the long meeting with Yamaha personnel which resulted in that statement: "There's nothing to say really. I was having to ride over the limit to stay ahead, so there's no margin and that's when things like this can happen."

Tetsuya Harada led Marco Melandri and Daijiro Katoh early in the 250cc race at Motegi and went on to win. Photo by Sports Photography.

Local Ukawa won the most entertaining encounter, battling for fifth with Nakano and Gibernau. Ukawa took the position by just 0.7-second after coming through from 11th on lap one. "I need to get some better starts," said Ukawa. "Once again I found the bike got easier to ride as the fuel load went down, so I

continued on page 18

continued from page 17

started to get faster and was able to get ahead of the group in front of me."

Ninth on lap one, Nakano followed Ukawa once his compatriot had gotten past but didn't have the pace to retake the Honda on the final lap. And he only beat Gibernau because the Spaniard's RGV500 ran short of fuel on the last lap, preventing him from mounting a last-gasp counterattack on Ukawa and dropping him all the way to ninth, behind Checa and Roberts.

Roberts had started well from the second row, getting the holeshot into turn one and then commencing his familiar backward progress. "I'm finding it hard to race to my ability, and in my opinion the bike settings come into that," Roberts said. "It makes racing no fun."

Furious Gibernau crossed the line ahead of Suzuki wild card Yukio Kagayama and former World Champion Crivillé, who was suffering from injuries incurred in a recent trials-bike tumble but still finished ahead of Garry McCoy on the Red Bull Yamaha. McCoy had a bad weekend, struggling with traction around the slippy track. To compound his woes he crashed heavily in the morning warm-up session and had an exhaust pipe crack during the race. "All in all, not a great weekend," said the Aussie. "Once the race got underway I didn't really notice the pain but the engine lost a lot of power when one of the exhausts started blowing."

Youichi Ui (41) leads title rivals Toni Elias and Manuel Poggiali along with Daniel Pedrosa (26) in the 125cc race at Motegi, before Elias crashed out and handed the points lead to Poggiali. Photo by Sports Photography.

Harada Wins As Melandri Takes Katoh Out Of 250cc Race

World Championship 250cc points leader Daijiro Katoh was lucky to escape uninjured from a horrendous crash at Motegi. After making a mistake at the first corner the Japanese favorite was biding his time on his Movistar Honda behind the Aprilias of leader Tetsuya Harada and Marco Melandri when Melandri crashed right in front of him. Katoh had no time to take avoiding action and plowed into and over Melandri, crashing in the process.

Katoh suffered a bruised wrist while Melandri escaped with a concussion and a broken bone in his left hand. The pile-up had a major effect on the Championship points situation, with Harada going on to win the race and slashing Katoh's advantage from 49 points to 24 points with three races remaining.

"If they hadn't gone I probably couldn't have beaten them," said Harada, who won despite suffering a severe bout of flu. "I didn't know they'd crashed but when my pitboard said '+3' I knew something must've happened. I'm closer to Katoh on points now but I still find it hard to see myself winning the Championship from here."

Katoh said afterwards, "The Aprilias were faster on the straights so I was waiting for an opportunity to pass when Melandri crashed. I'm just lucky I wasn't badly hurt."

As Harada controlled the race out front, Katoh's Honda teammate Emilio Alzamora and Aprilia's Jeremy McWilliams fought an intense battle for second, Alzamora winning the fight on the final lap. Aprilia privateers Robby Rolfo and Fonsi Nieto were fighting it out for fourth a few seconds back, Nieto also mounting a successful last-lap attack on the Italian.

Elias Crashes, Ui Wins 125cc Race

The all-teen battle for the 125cc World Championship changed shape at Motegi when series leader Toni Elias tumbled out of the race. The 18-year-old Elias, who had held an eight-point lead over title-rival and Gilera pilot Manuel Poggiali, highsided his Movistar Honda on lap five while chasing winner Youichi Ui on the Derbi.

Luckily the young Spaniard only sustained a badly bruised ankle in the fall and will be fit to race at Phillip Island. But his no-score dropped him to second overall, 12 points behind second-finisher Poggiali, also 18, with three races to go.

Ui was delighted with his first win since July's British GP and though he boosted his points position, he still lags too far behind the two teens to pose a serious threat. "That was a good race, for the last five laps I was touring, enjoying the Motegi views!" joked Ui, who started from pole for the sixth time this year. "Elias was pushing so hard early on, then I got past him and heard him crash. I won the race alone and that's the way I like to do it."

Marco Melandri (5) crashed while running second and took Daijiro Katoh with him during the 250cc Grand Prix at Motegi, when both were chasing Tetsuya Harada. Photo by Sports Photography.

Poggiali spent much of the race fighting off the attentions of Elias' surviving teammate Daniel Pedrosa, just keeping the 16-year-old Pedrosa behind him at the flag. ***RW***

RESULTS

500cc FINAL (October 7) 1. Valentino Rossi, Italy (Hon NSR500), 46:32.600, 96.147 mph; 2. Alex Barros, Brazil (Hon NSR500), 46:35.207; 3. Loris Capirossi, Italy (Hon NSR500), 46:42.365; 4. Norick Abe, Japan (Yam YZR500), 46:46.551; 5. Tohru Ukawa, Japan (Hon NSR500), 46:54.594; 6. Shinya Nakano, Japan (Yam YZR500), 46:54.879; 7. Carlos Checa, Spain (Yam YZR500), 46:59.932; 8. Kenny Roberts, USA (Suz RGV500), 47:00.207; 9. Sete Gibernau, Spain (Suz RGV500), 47:06.422; 10. Yukio Kagayama, Japan (Suz RGV500), 47:10.739; 11. Alex Criville, Spain (Hon NSR500), 47:14.466; 12. Garry McCoy, Australia (Yam YZR500), 47:23.019; 13. Jose Luis Cardoso, Spain (Yam YZR500), 47:28.804; 14. Anthony West, Australia (Hon NSR500V), 47:37.886; 15. Leon Haslam, Great Britain (Hon NSR500), 24 laps; 16. Barry Veneman, Holland (Hon NSR500V), 24 laps; 17. Brendan Clarke, Australia (Hon NSR500V), 24 laps; 18. Olivier Jacque, France (Yam YZR500), 18 laps, DNF, entered pits; 19. Jurgen van den Goorbergh, Holland (Proton KR), 8 laps, DNF, entered pits; 20. Haruchika Aoki, Japan (Hon NSR500V), 7 laps, DNF, crashed; 21. Noriyuki Haga, Japan (Yam YZR500), 6 laps, DNF, crashed; 22. Max Biaggi, Italy (Yam YZR500), 5 laps, DNF, crashed; 23. Johan Stigefelt, Sweden (Sabre V4), 4 laps, DNF, crashed. Race Distance, 25 laps, 74.584 miles; Race Time, 46 minutes, 32.600 seconds; Race Average Speed, 96.147 mph; Victory Margin, 2.607 seconds; Fastest Lap, Rossi, 1:51.030, 96.731 mph, Lapp 13.

500cc QUALIFYING: 1. Capirossi, 1:49.800, 97.814 mph; 2. Biaggi, 1:50.248; 3. Barros, 1:50.511; 4. Rossi, 1:50.591; 5. Nakano, 1:50.687; 6. Roberts, 1:50.944; 7. Gibernau, 1:51.108; 8. Jacque, 1:51.210; 9. Ukawa, 1:51.246; 10. van den Goorbergh, 1:51.370; 11. Checa, 1:51.602; 12. Crivillé, 1:51.622; 13. McCoy, 1:51.630; 14. Kagayama, 1:51.659; 15. Haga, 1:51.664; 16. Abe, 1:51.789; 17. Cardoso, 1:52.248; 18. West, 1:52.259; 19. Aoki, 1:52.660; 20. Haslam, 1:54.253.

500cc WORLD CHAMPIONSHIP POINT STANDINGS (After 13 of 16 rounds, all 16 count): 1. Rossi, 250 points; 2. Biaggi, 183 points; 3. Capirossi, 163 points; 4. Barros, 147 points; 5. Nakano, 126 points; 6. Abe, 121 points; 7. Checa, 111 points; 8. Gibernau, 100 points; 9. TIE, Crivillé/Roberts, 96 points.

250cc FINAL (October 7): 1. Tetsuya Harada, Japan (Apr RSW250), 43:59.587, 93.583 mph; 2. Emilio Alzamora, Spain (Hon RS250), 44:07.146; 3. Jeremy McWilliams, Great Britain (Apr RSW250), 44:07.611; 4. Fonsi Nieto, Spain (Apr RSW250), 44:11.049; 5. Roberto Rolfo, Italy (Apr RSV250), 44:11.320; 6. Roberto Locatelli, Italy (Apr RSW250), 44:13.085; 7. Naoki Matsudo, Japan (Yam TZ250), 44:19.524; 8. Franco Battaini, Italy (Apr RSV250), 44:24.376; 9. Taro Sekiguchi, Japan (Yam TZ250), 44:26.258; 10. Nobuyuki Ohsaki, Japan (Yam TZ250), 44:33.258; 11. Randy DePuniet, France (Apr RSV250), 44:36.701; 12. David Checa, Spain (Hon RS250), 44:40.065; 13. Osamu Miyazaki, Japan (Yam TZ250), 44:41.257; 14. David Tomas, Spain (Hon RS250), 44:41.726; 15. Lorenzo Lanzi, Italy (Apr RSV250), 44:42.155; 16. Sylvain Guintoli, France (Apr RSV250), 44:42.393; 17. Alex Hofmann, Germany (Apr RSV250), 44:42.966; 18. Alex Debon, Spain (Apr RSW250), 44:45.377; 19. Shahrol Yuzy, Malaysia (Yam TZ250), 44:45.768; 20. Saisaku Sakai, Japan (Hon RS250), 44:47.948; 26. Katja Poensgen, Germany (Hon RS250), 22 laps; 29. Marco Melandri, Italy (Apr RSW250), 5 laps, DNF, crashed; 30. Daijiro Katoh, Japan (Hon NSR250), 5 laps, DNF, crashed. Race Distance, 23 laps, 68.617 miles; Race Time, 43 minutes, 59.587 seconds; Race Average Speed, 93.583 mph; Victory Margin, 7.559 seconds; Fastest Lap, Harada, 1:53.767, 94.404 mph, Lap 12.

250cc QUALIFYING: 1. Harada, 1:52.789, 95.222 mph; 2. Katoh, 1:52.813; 3. Melandri, 1:53.115; 4. McWilliams, 1:53.564; 5. Alzamora, 1:53.834; 6. Nieto, 1:54.158; 7. DePuniet, 1:54.392; 8. Rolfo, 1:54.501; 9. Locatelli, 1:54.575; 10. Matsudo, 1:54.584; 11. Debon, 1:54.859; 12. Yuzy, 1:54.913; 13. Battaini, 1:54.932; 14. Sebastian Porto, Argentina (Yam TZ250), 1:54.947; 15. Checa, 1:54.976; 16. Sekiguchi, 1:55.195; 17. Ohsaki, 1:55.214; 18. Luca Boscoscuro, Italy (Apr RSV250), 1:55.265; 19. Hiroshi Aoyama, Japan (Hon RS250), 1:55.329; 20. Miyazaki, 1:55.385; 35. Poensgen, 1:59.679.

250cc WORLD CHAMPIONSHIP POINT STANDINGS (After 13 of 16 rounds, all 16 count): 1. Katoh, 247 points; 2. Harada, 223 points; 3. Melandri, 169 points; 4. Rolfo, 147 points; 5. Nieto, 127 points; 6. Alzamora, 117 points; 7. McWilliams, 106 points; 8. Locatelli, 96 points; 9. Matsudo, 89 points; 10. Battaini, 59 points.

125cc FINAL (October 7): 1. Youichi Ui, Japan (Derbi), 42:01.711, 89.439 mph; 2. Manuel Poggiali, Republic of San Marino (Gilera), 42:02.715; 3. Daniel Pedrosa, Spain (Hon RS125), 42:02.840; 4. Lucio Cecchinello, Italy (Apr RS125R), 42:13.820; 5. Masao Azuma, Japan (Hon RS125), 42:24.858; 6. Gabor Talmacsi, Hungary (Hon RS125), 42:30.056; 7. Mirko Giansanti, Italy (Hon RS125), 42:30.098; 8. Gino Borsoi, Italy (Apr RS125R), 42:31.389; 9. Gianluigi Scalvini, Italy (Italjet), 42:31.609; 10. Alessandro Brannetti, Italy (Apr RS125R), 42:31.737; 11. Raul Jara, Spain (Apr RS125R), 42:31.979; 12. Joan Olive, Spain (Hon RS125), 42:37.403; 13. Angel Nieto Jr., Spain (Hon RS125), 42:37.605; 14. Jaroslav Hules, Czech Republic (Hon RS125), 42:37.881; 15. Angel Rodriguez, Spain (Apr RS125R), 42:47.149; 16. Pablo Nieto, Spain (Derbi), 17. Gaspare Caffiero, Italy (Apr RS125R), 42:47.708; 18. Toshihisa Kuzuhara, Japan (Hon RS125), 43:16.046; 19. Jarno Mueller, Germany (Hon RS125), 43:16.046; 20. William DeAngelis, Italy (Hon RS125), 43:16.598; 22. Simone Sanna, Italy (Apr RS125R), 13 laps, DNF, entered pits; 27. Toni Elias, Spain (Hon RS125), 4 laps, DNF, crashed; 28. Noboru Ueda, Japan (TSR-Hon RS125), 4 laps, DNF, crashed; 29. Max Sabbatini, Italy (Apr RS125R), 4 laps, DNF, crashed; 32. Steve Jenkner, Germany (Apr RS125R), 0 laps, DNF, crashed. Race Distance, 21 laps, 62.650 miles; Race Time, 42 minutes, 1.711 seconds; Race Average Speed, 89.439 mph; Victory Margin, 1.004 seconds; Fastest Lap, Ui, 1:59.010, 90.245 mph, Lap 9.

125cc QUALIFYING: 1. Ui, 1:58.603, 90.554 mph; 2. Poggiali, 1:59.288; 3. Azuma, 1:59.546; 4. Elias, 1:59.622; 5. Cecchinello, 1:59.622; 6. Giansanti, 2:00.018; 7. Pedrosa, 2:00.124; 8. Ueda, 2:00.126; 9. Talmacsi, 2:00.338; 10. Sabbatani, 2:00.356; 11. Takahashi, 2:00.415; 12. Alex De Angelis, Italy (Hon RS125), 2:00.417; 13. Scalvini, 2:00.519; 14. Jenkner, 2:00.523; 15. Jara, 2:00.633; 16. Caffiero, 2:00.691; 17. Borsoi, 2:00.706; 18. Yuzo Fujioka, Japan (Hon RS125), 2:00.757; 19. Hideyuki Nakajoh, Japan (Hon RS125), 2:00.797; 20. Brannetti, 2:00.800.

125cc WORLD CHAMPIONSHIP POINT STANDINGS (After 13 of 16 rounds, all 16 count): 1. Poggiali, 190 points; 2. Elias, 178 points; 3. Ui, 157 points; 4. Cecchinello, 129 points; 5. Borsoi, 113 points; 6. Azuma, 112 points; 7. Sanna, 105 points; 8. Jenkner, 94 points; 9. Ueda, 81 points; 10. Pedrosa, 78 points.

By Mat Oxley

Rossi To Test Honda V5 At Jerez

Valentino Rossi will give Honda's RC211V V5 four-stroke its European debut at the Spanish circuit of Jerez in November, so long as the troubled international situation permits.

The latest version of the bike is showing impressive pace. Rossi's fellow HRC rider Tohru Ukawa tested at Suzuka before Motegi, lapping faster during a 15-lap race simulation than Rossi managed when he won April's Japanese 500cc Grand Prix at the track. Ukawa's best lap was 0.1-second inside the Suzuka 500cc lap record. And it's no surprise that the bike—believed to make about 200 horsepower—is faster on top speed than the Honda NSR500.

Honda engineers have made a number of changes to the bike since Rossi tested it at Suzuka during July. During that outing the lanky Italian said the bike was too small for him, and commented that he'd like to be given the choice between the 990cc RC211V and his current NSR500 two-stroke. Honda officials obviously must have him on the all-new RC211V, so they've adjusted the bike to suit.

"We have created a completely new chassis, modified the riding position and also the bodywork," said RC211V Project Leader Heijiro Yoshimura. "The engine hasn't changed so much since the start, except for small refinements. On the chassis side we've also changed the rear suspension to improve traction and feedback, and we've found the best rigidity balance for the frame. We have also changed the shape of the fuel tank to improve the riding position."

Honda engineers are working hard on a traction control system for the RC211V, using the company's huge reservoir of F1 car knowledge, but Yoshimura admits that bikes are more complex than cars in this and other respects. "Because of bank angle and so on, creating good traction control for a motorcycle is much more difficult than for a car," he said.

Yoshimura also revealed that the bike will have an adjustable slipper clutch, so riders can dial in as much or as little engine braking as they desire. None of their riders have so far complained of engine problems, though rumor suggests this is a problem with the rival Yamaha YZR-M1.

Honda officials insist that RC211V running costs won't be any higher than NSR500 running costs. The sport has been worried that four-stroke GP bikes would send budgets sky high but recently introduced technical rules will help keep costs at acceptable levels. Beryllium has been banned, as have magnesium brake calipers. The new rules also state that crankshafts and camshafts must be of steel or cast iron, while pistons, cylinder blocks and cylinder heads cannot be made of composites like those using carbon or aramid fibers.

Doohan And Spencer Take RC211V For A Spin

Former Honda 500cc World Champions Mick Doohan and Freddie Spencer rode Honda's new RC211V four-stroke GP bike during Motegi Grand Prix weekend, Doohan suggesting that the bike could already finish top-five in a 500cc GP.

Both men were there on promotional duties, doing their bit at the last Japanese world round before the new four-stroke era.

Doohan said the 200-horsepower RC211V had improved substantially since he first tested it during July's Suzuka 8-Hour race weekend. "The package is coming together, the bike feels more neutral now," said the five-

continued on page 20

Kobe CarbonStar World Class Leathers - The new Kobe leathers feature stunning good looks in 4 color combinations, but the real beauty goes much deeper. Kobe uses only premium race grade, heavy weight 1.7mm cowhide that is *double and triple* stitched in high abrasion and impact areas. Double layer leather is used in the seat, shoulders, elbow/forearms, and knees for *even more protection* in those critical areas. And Kobe sets the standard by insisting on top quality European CE approved body armor. There are energy absorbing pads embossed into the front and rear torso, the shoulders, both hips, and the collar bone areas. Carbon/Kevlar reinforcements are then added in critical areas. An 10mm pad of energy absorbing E-foam is added in the back for extra protection! The fully perforated front torso, front thighs, and backside of lower legs provides maximum ventilation, aided by two exhaust vents in the rear and a full length cool-mesh liner. Comfort and fit are maximized by Keprotec kevlar stretch panels on inner arms, crotch and back of knees. Pleated leather stretch panels in the lower back, knee/thigh areas, and *behind the arms* further enhance the high level of fit and cofmfort. Kobe CarbonStars feature a built in aerodynamic hump that fills the area behind your helmet for less air drag and less noise, plus it offers extra padding at the top of the spine. Durable YKK metal zippers and race quality leather knee sliders are standard. ***No other leathers near this price have so many quality features!***

Kobe WORLD CLASS

CarbonStar $799

$121,775.00 WERA
Kobe pays back 8 places
Novice & expert Sprints

Vented Back Protector $69

Pro Glove $139
Carbon armor, Kevlar, E-foam, AirFlo perfs
Maximum Protection

We import Kobe direct, so the price stays low.
You won't find a better value in quality racing leathers.

1-888-FASTLAP 1888fastlap.com

Automatic Lap Timer • 480 Lap Memory • Self Powered • Weighs 3 Ounces • Installs in Seconds

Isn't it about time?

My-Chron Light
LAP 007 0:08.37
MENU << CONF >> NEXT MEM OFF ON VIEW

Actual Size
$229

My-Chron MCL

AIM Sports 1-800-718-9090
Lake Elsinore, California

continued from page 19

time 500cc World Champion, who also rode a few laps on his 1995 NSR500. "And it's definitely got more power than a 500. Obviously it's got a different character from a 500 two-stroke but I believe you could run it in the top five now."

Spencer, who won the 500cc title for Honda in 1983 and 1985, was also mightily impressed by the four-stroke

Former 500cc World Champions Freddie Spencer and Mick Doohan made demonstration laps on the Honda RC211V 990cc four-stroke V5 at Motegi, and both declared it "not a Superbike." Photo by Sports Photography.

Mick Doohan at Motegi on the latest Honda RCV V5, which has been stretched out to better fit Valentino Rossi. Photo by Sports Photography.

machine, which current HRC riders Valentino Rossi and Tohru Ukawa are expected to race in next year's GPs.

"In my experience, you can often tell in the first lap or two whether a bike is good," said the sublimely talented American. "Sometimes a bike feels right just riding out of pit lane, you can feel the grip, the steering and the horsepower. I really liked the way the RCV responded and was amazed by its feedback."

But while complimenting the bike's user-friendliness, both Doohan and Spencer insisted it's not like a Superbike. "It's more user-friendly than a 500 but it's still rigid and stiff like a GP bike," Doohan added. "You won't be able to get away with the kind of things you could get away with on a doughy Superbike, so it won't be like Superbikes, where everyone can ride the bikes to the limit. The RCV needs finesse and that's what bike racing's biggest class should be all about—these are the best bikes in the world, only a few guys should be able to ride them to the limit."

Kawasaki To Return To Grand Prix Racing

Kawasaki plans to enter GP racing's new four-stroke premier class from 2003, completing a full house of Japanese manufacturers in the series.

The smallest of Japan's four bike marques, Kawasaki hasn't raced in the Grand Prix series since 1982, when the 500cc class was all two-stroke and the Square-Four KR500 struggled against the dominant Hondas, Suzukis and Yamahas. Since then Kawasaki has restricted its road race commitments to the World Superbike series, winning the title in 1993, but the decision to rejoin the GP series means the company will axe its factory World Superbike team at the end of next season. Kawasaki's exit is another nail in the coffin of the embattled Superbike series, which is losing factory after factory.

Initial rumors suggested that Kawasaki engineers were working on an Inline Four for the new class, which will pit 990cc four-strokes against the existing 500cc two-strokes from the start of next season. But more recent information says they will share Suzuki's new V4 engine. Last month both companies announced they will join forces to share development technology.

Sauber Misses GP Deadline

Petronas Sauber Engineering, the Swiss-based company that recently created a engine for next year's four-stroke GP class, may not be able to race the engine after missing the deadline for registering teams for the new series. The deadline passed on the Motegi weekend and Sauber's failure to get its name down means the company's only chance of racing its three-cylinder engine is through one of the five already registered private squads.

Sauber officials have always intended their engine to be a unit they'd sell to teams, rather than race themselves, but their absence from the list of 14 teams allowed to contest next year's MotoGP series means there's only one team that might be able to run their motor.

Apart from Team Roberts, every one of the other teams are already linked to other manufacturers. But the British-based Roberts team has already stated that it is 99 percent certain to run two riders using the Proton KR3 two-stroke next year.

Besides riding the new four-stroke Honda V5 at Motegi, Freddie Spencer also rode his two-stroke V3 from 1984. Photo by Sports Photography.

Grand Prix Series Franchises Announced

The 14 teams that will contest next year's new-look premier GP class were announced at Motegi during the Pacific GP, and there's only one surprise. German factory MZ put its name down at the last moment, becoming the sixth manufacturer to join the series, which will pit 990cc four-stroke prototypes against the current 500cc two-strokes.

Honda and Yamaha have the biggest presence, fielding eight riders each, while Suzuki, Proton Team Roberts, Aprilia and MZ will all run two riders apiece to complete the planned 24-rider grids.

The announcement of the 14 teams allows the first serious speculation about which riders will contest the new MotoGP series in 2002, though it may be some months before the jigsaw falls properly into place.

Honda's rider line-up is likely to look like this: Valentino Rossi and Tohru Ukawa riding the all-new RC211V V5 four-stroke for the official HRC squad; Loris Capirossi and Alex Barros possibly riding NSR500s for West Honda Pons (though both have been approached by Aprilia); and Tetsuya Harada riding an NSR500 for Hardwick Racing, his first time aboard a V4, alongside current teamster Leon Haslam who will return to riding the V-Twin NSR500V.

Although the series regulations require all teams to run two riders, Honda has used its muscle to bend the rules and enter Team Gresini and Team Kanemoto as one-man squads. Soon-to-be 250cc World Champion Daijiro Katoh will graduate to the big class, riding NSR500s for Fausto Gresini's squad, and the little Japanese rider will run Dunlop tires, leading the tire brand's

Riders at Motegi stand on the front straightaway for a moment of silence honoring victims of the September 11 terrorist attacks in New York and Washington. Photo by Sports Photography.

IRTA's Mike Trimby (left) and DORNA's Carmelo Ezpeleta announce the new GP franchise system, at Motegi. Photo by Sports Photography.

Honda celebrities—in the form of both riders and racebikes—line up on the front straight at Motegi during pre-race festivities. Photo by Sports Photography.

return to the premier series after an absence of almost two years. Adding further interest to the tire war will be Erv Kanemoto, who returns to GPs after a season's absence, during which he worked with Bridgestone, developing big-bike GP tires for the Japanese brand. The man most likely to ride Bridgestone-equipped Kanemoto NSR500s is current Team Roberts pilot Jurgen van den Goorbergh.

Yamaha's eight-man assault goes like this: Max Biaggi and Carlos Checa racing the new YZR-M1 four-stroke for Marlboro Yamaha; Shinya Nakano and Olivier Jacque sticking with their YZR500s at Gauloises Yamaha Tech 3; Garry McCoy staying on board his YZRs with Red Bull Yamaha WCM, with young American Formula Xtreme Champion John Hopkins also on a YZR500. Norick Abe will stick with Antena 3 D'Antin Yamaha, with a yet-to-be-announced teammate.

No change at Suzuki—Kenny Roberts and Sete Gibernau will stick with their RGV500s, while also developing the factory XREO V4 four-stroke for 2003.

Team Roberts officials insist they're likely to continue with their Proton KR3 two-stroke, though it's certain they'll be coming under some pressure to run the Sauber four-stroke. No news on their riders, except that conclusions can be drawn from the fact that King Kenny Roberts' younger son Kurtis, who currently contests the U.S. Superbike series for Honda, was slated to race the KR3 at the Malaysian GP.

Which leaves Aprilia and MZ. Aprilia officials are said to be close to agreeing terms with 1999 500cc World Champion Alex Crivillé, but they're also well advanced in talks with current West Honda Pons riders Capirossi and Barros. The Italian factory is also keeping its cards very close to the chests on machinery—the Aprilia four-stroke GP bike is likely to be a Twin or a Triple.

Even less is known about MZ, which will bring the total number of four-strokes already definitely named for next year's series to eight. Unlike all the other teams, which have contracts until 2006, MZ and Hardwick Racing have only one-year franchise contracts. They are likely to lose their franchises for 2003, when their places will be taken by new GP factories Ducati and Kawasaki.

It's Official: MotoGP

Officials of Grand Prix promoter Dorna have decided on the name of the new four-stroke-biased series that commences next year. They will continue with the name MotoGP, rather than going for the popular GP1 tag. "We wanted just one name," said Dorna CEO Carmelo Ezpeleta. "We didn't want to use MotoGP for the entire series and GP1 for the main class because we'd have two names and two logos fighting against each other."

The advent of the new four-stroke class is bad news for the 250cc and 125cc classes, which will also field 24 riders each. As MotoGP takes center stage, these categories will become minor back-up series. "It's hard to develop 75 heroes," added Espeleta. "Our aim is that riders will want to compete in 250 and 125 for a year or two, and that the good riders will then move up to MotoGP. We have to make one series much bigger than the others."

Espeleta also revealed that the big class will receive a 100 percent increase in prize money from next year, without any cash being taken from 250s and 125s. MotoGP will also take precedent in pit and paddock allocation, mimicking the Formula One ideal that promotes one series beyond all the others. Dorna officials have good reason to believe their plans will work well, especially since the rival World Superbike series is suffering badly with many factories switching to the MotoGP prototype class, which allows them to show off cutting-edge technology as opposed to the streetbike-based Superbike series.

Kurtis Roberts To Race KR3 At Sepang

American youngster Kurtis Roberts is to return to GP racing at the Malaysian GP, riding the Proton KR3 500 created by his father, King Kenny Roberts.

Younger brother of 2000 World Champion Kenny Roberts, Kurtis contested the 1997 250cc World Championship on private Hondas and Aprilias but failed to score a point. He returned to the States to get his career back on course and in 2000 won both the AMA 600cc Supersport and Formula Xtreme crowns. This season he's raced factory Honda RC51s in the U.S. Superbike Championship and has made no secret of his hopes of getting back into GPs. Roberts will ride the three-cylinder KR3 at Sepang alongside full-time Team Roberts rider Jurgen van den Goorbergh.

Toby's Not Here

Eurosport commentator Toby Moody was caught with his metaphoric pants around his ankles at Motegi, or rather not at Motegi. Like many TV stations, Eurosport didn't send its main track talker to the race in Japan, and instead had him commentating from the company's headquarters in Paris, France. But during Eurosport's coverage of practice Moody was foolish enough to comment "And the atmosphere here at Motegi is fantastic!" Moments later he asked Eurosport pit-lane commentator Randy Mamola, who actually was at Motegi, for some detailed analysis, to which Mamola answered, "So Toby, tell me, how's the weather in Paris?" Cue embarrassed TV faces all around...

Haslam Will Head Back To V-Twin

British teenager Leon Haslam is to be switched back to the Shell Advance NSR500V Twin after a torrid series of races on the much more powerful NSR500 V4. The youngster inherited the bike when Shell Advance sacked Chris Walker but he's struggled to control its power, suffering a number of tumbles.

"We need to restore some of Leon's confidence," said team owner Jeff Hardwick. "It's a fact that he's done better lap times on the Twin than the Four."

Haslam is likely to ride the V4 one last time at the Australian GP, switching to the Twin for the final two races of 2001 alongside Aussie teammate Brendan Clarke.

Rolfo's Popular

Brave Italian 250cc rider Robby Rolfo has both Honda and Aprilia chasing him for factory 250cc deals in 2002. The youngster, who's been one of the top performing 250cc privateers this season, currently races a semi-factory Aprilia and also does testing duties for the Italian factory. But he's also tempted to race factory Honda NSR250s alongside Emilio Alzamora, replacing current 250cc points leader Daijiro Katoh, who will be racing 500s next season. **RW**

Race With WOODCRAFT

"the home of CFMotorsports"

Products for Racers that Make Sense

2 Piece Split clip-ons

$149.99

"We feel that for the money, quality and ease of installation that Woodcraft clipons are the best choice. Woodcraft boasts of 'products for racers that make sense,' and we agree."
Todd Turner Sport Bike Quarterley

GSXR-1000

$159.99

Ninja EX 250/500 TZ 250 GP clip-ons

Solo Operation Front Stands

$159.99

"There is no easier stand to use on the market. If you race, you're crazy not to have one of these.,"
Make Fargnoli
Atlantic Motorsports

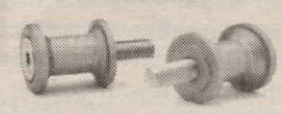
One Person - One Hand
the racers choice

Quick-change Pins

Quad Wheel Rear Race Stands

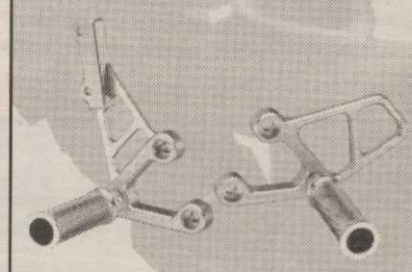
$109.99

"Beautifully detailed and totally stable, these stands lift easy and roll over almost anything,"
Eric Dorn
EDR Performance

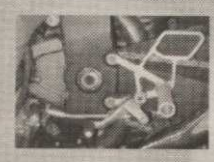


Hard Anodized Al. swingarm spools

CFMotorsports Rearsets

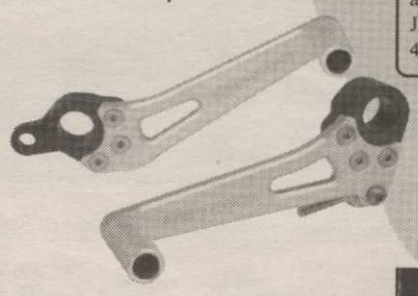


"CFM rearsets are a great deal and the most durable rearsets I have ever owned. After a crash I am able to keep on riding, thanks to the strength of the well machined aluminum,"
Brian Stokes
Team 888fastlap/Shogun
2000 WERA F2 National Champion



Honda	Kawasaki	Suzuki	Yamaha	Ducati
F2/ F3/ F4/ F4i	ZX6/7/9	GSXR 600/750/1000	R1/ R6	750/900SS
900 RR, 929	EX 500	TL1000S/R	FZR 400/600	748/996
RC51		GS500	TZ 250	Aprilia
Hawk650		SV650		RS250

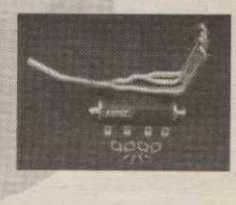
CFMotorsports
3 Piece Shift/Brake Pedals



"The CFM levers are trick looking and strong as hell. The money saved from the 2 peice idea will go a long way over a year of racing."
Jim Rashid
4 & 6 Racing

Cost-saving universal replacement shaft
Direct OEM replacement

HMF Engineering Exhaust



- Lightweight, sectional .035 Stainless Steel construction
- Hand-made merge (vs stamped) collectors keep exhaust velocity up and power loss down
- Machined Aluminum exhaust spigots with stainless steel flanges for excellent fit and ease of installation
- Top quality at an affordable price!

"HMF is exactly what I have been looking for in an exhaust company - great product, great price and the drive to make the best systems you can buy"
Eric Wood
Woodcraft

347B Pratt St
Mansfield, MA 02048

(508)339-5772
www.woodcraft-cfm.com

How We Ended Up Racing In Thailand

By Kathy Reilly

Kathy and Shawn Reilly with a live tiger in Pattaya, Thailand, after Shawn's crash.

It started with a simple question, "Where in the world are we going this year?" My husband Shawn and I wanted to take a trip out of the country last year, but hadn't decided on where. Three years ago we had stumbled across a trip to Kenny Roberts Training Ranch in Barcelona, Spain, a place we had never thought of going to. On a whim, we decided to go and we had a great time with many fond memories.

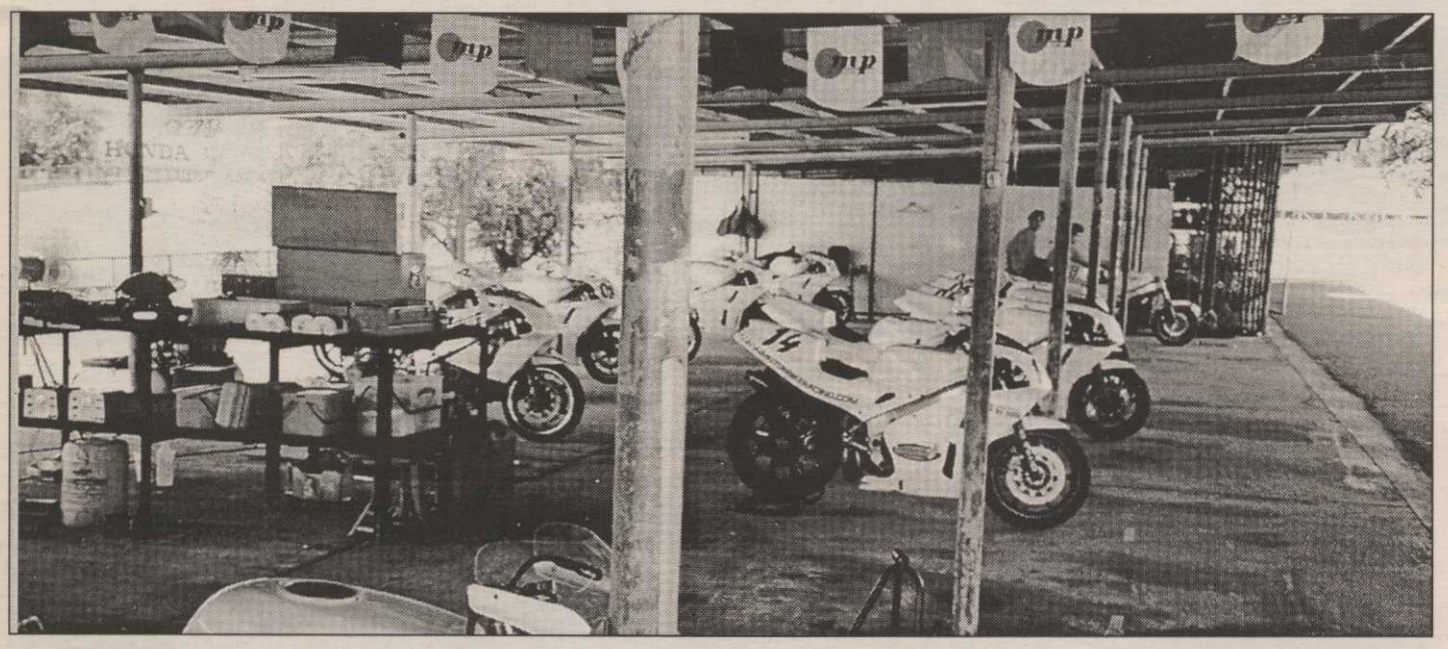
This time, Shawn was flipping through a European magazine, Superbike, when he came across a small ad for Jamie Whitham's Thai Race School. It offered a 16-day trip to Thailand, including six track days at Bira Circuit, as well as racing in a Thai National race. Airfare, accommodation and bikes were all provided in the price of the trip, which was $2900 each. All we needed to bring was our gear and some extra money for food, scuba diving and souvenirs. The thought of going to Thailand had never remotely crossed my mind...but it sounded perfect! Arrangements were easily made and we looked forward to the exciting journey ahead of us. Here's my diary of the trip, taken last fall:

Saturday, November 25

After a dreadful 12-hour delay in San Francisco due to some sort of landing gear issue, we made it to Bangkok via Taipei on Eva Air. When we first arrived in Thailand we experienced a little culture shock. There was no denying we were in a third-world country. Bangkok itself is a very large and crowded city; 20-story high-rises and apartment complexes filled the skyline. Looking up from the surface streets we noticed a pedestrian walkway 20 feet up. Above that were tram tracks circulating the city. Finally, at the top, an impressive 60 feet up, was the freeway. Sitting back and taking it all in, it resembled a huge, cement human version of the hamster trail I had as a child.

As we sat in the back seat of a small taxi, going the wrong way on the freeway, I was reminded of Ridley Scott's vision in "Blade Runner". We headed out of the city towards the resort city of Pattaya, 80 miles southward along the Gulf of Thailand. Scooters and small motorcycles were scattered along the edges of the highway with anywhere from one to five people on them. Some of the cars moved along the white line, their drivers unable or unwilling to decide which lane to choose. Speed limits and lane divisions seemed to be more of a suggestion than a rule. It was also not uncommon to see vehicles exiting the freeway on what are normally called on-ramps. We stared out the windows, taking in the sights of a world so different than ours. The driver darted in and out of traffic, seemingly in a hurry to reach his destination, and soon we saw signs for the city of Pattaya.

Taxis and scooters covered the streets, which were lined with shops and bars. Our taxi pulled out of the rush of traffic into The Woodlands Resort. The staff immediately greeted us with smiles and helped us with our luggage. We were escorted to our room with friendly service. The resort was very nice...lush trees, an outdoor restaurant and bar, and a resort-style pool. We had two single beds in our room. It turns out the people traveling alone had one large bed, and the couples all had two small beds. Maybe the Thais know something we don't!



VFR400 Honda school bikes in an open-air garage at Bira Circuit, in Thailand.

Sunday, November 26

We had a full day to explore Pattaya before meeting up with the other school participants. We decided to venture downtown, and set out by foot on the mile-long walk. We noticed an abundance of taxis, which were actually small pick-up trucks with two bench seats facing each other in the back. It was very hot and we were relieved to sit in the shade of one of the restaurants along the beachfront. The local cuisine was excellent and we were pleasantly surprised with the cost. Two large plates of food and two beers for 250 baht (equivalent to about $6.00 U.S.) This, we could get used to! And it didn't take long to become familiar with the local currency. There were Currency Exchanges on every block and the exchange rate was 43 baht to the dollar.

Common, everyday tasks like crossing the street now took all of our attention. With no traffic signals or speed limits, and with cars driving on the left side of the road instead of the right side, it was a task remembering to look the "wrong" direction. We followed the lead of the locals. Looking to the right, as soon as there was a break in traffic, we ran to the middle of the street. While standing on the yellow line with traffic zipping by in either direction, we waited for a break in traffic to the left and finished the gauntlet. A real-life version of the video game "Frogger". Except you only get one chance—extra quarters don't extend play!

We opted for the taxi ride back to the resort. This would end up being our main source of transportation, as the cost was only about 20 baht/person to wherever you wanted to go in the local area.

Monday, November 27

The next evening we met with the other participants of the race school. Just about everyone was from England, although one student was from Canada and another was from Hong Kong. Shawn and I were the first Americans to attend the school. I was also one of the first two women—both of us in this school—to ever take the school (and apparently to ever race a motorcycle in Thailand). Shawn and I were hoping to make a good showing for the Americans. Our previous racing experience consisted of racing with the AFM in Northern California and the AMA at local events.

The other students were a mix of British Supersport racers, track-day riders and a 51-year-old first-timer to the track. We politely sized each other up while tossing back some of the local brew, Singha. If it wasn't difficult enough trying to learn Thai, we also had to learn to understand the Brits—another task in itself, complicated by their varying dialects from different regions. I stopped feeling bad about saying "What? Could you repeat that?" when their fellow countrymen were doing the same to each other.

Another interesting division arose when hanging around the other students—British slang. They know ours from watching our television programs, but hell if I knew what "Johnny Red Coat in the caboose" meant: It's the English version of stomach distress. Certain words took on a whole new meaning. We quickly became familiar with a new meaning for the term "pissed." Our fellow students would get "pissed" about every night and show up late the next morning in the second van to the track, moving rather slowly, hung over.

Tuesday, November 28

At daybreak, the 14 of us were herded into two vans headed to the racetrack. Significant others who weren't racing had been introduced to each other and given a list of activities to keep them occupied while we spent time at the track.

It took about 20 minutes to get to Bira Circuit, which was a little ways

into the country. After unloading and checking out the machinery, we walked the 1.5-mile track and discussed riding lines. The weapon of choice was the Honda VFR400 with about 60 bhp on tap. It was basically stock, with an aftermarket pipe and plastic. Jetting was redone with the required stock needles. The rear shocks were stock and suspension modifications consisted of revalving the front forks. We were free to go out on the bikes as much as we wanted for the rest of the day, and the track was completely ours.

The track is a twisty circuit with a nice mix of slow and high-speed corners, including a fair amount of elevation change. The track surface is fairly smooth and in very good condition. The 400s were well suited for the circuit; any bigger would have been quite a task. The Thais only race 400cc four-strokes and 250cc street-based two-strokes. Spend any time in Thailand and it becomes glaringly obvious why—the streets are filled with 400s and 250s.

It took no time to become comfortable with the bike and I was able to immediately focus on learning the track. There were three instructors to go around and three mechanics to work on the bikes. They did all the prep work while we got to just "show up and ride." When the mechanics would notice a student getting ready to go out, they'd pull the bike off the stand and wait. It was great being treated like professionals and it allowed us to focus on our riding skills. After more track time than one could imagine, we headed back to the hotel to get ready for dinner and get "pissed."

Wednesday, November 29

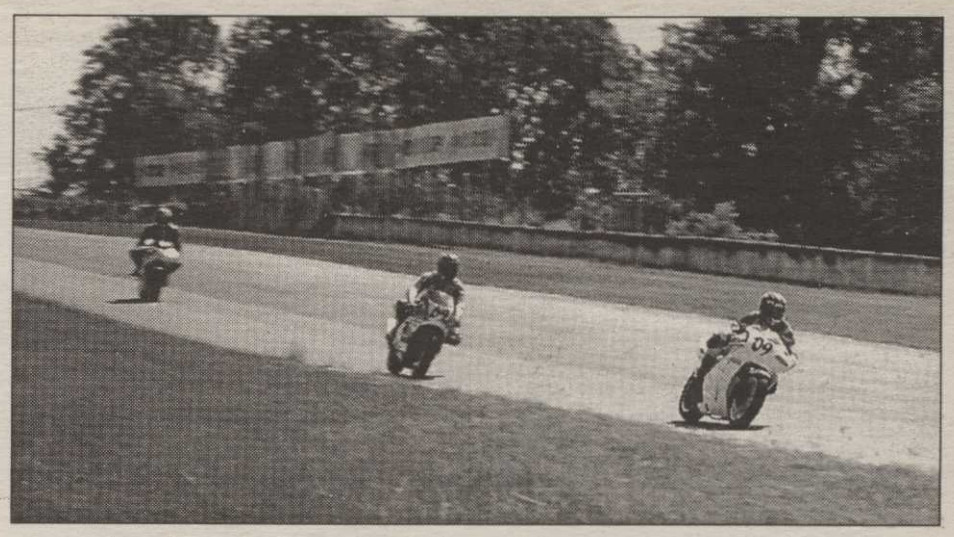
The next day at the track we get plenty of practice time again. Everyone is feeling more comfortable with the track. It has taken a day or two to get used to the humidity, and everyone seems to be getting into a rhythm. A couple of students have had minor crashes, but only sat out for an hour or so while their bikes were repaired. We meet up with Paul, who Shawn has spoken to by e-mail before. Paul exports bikes from Thailand and knows some people in the AFM that we're friends with. He's very friendly and we make dinner plans with him and his girlfriend.

One of the most exciting parts of the day is the van ride to and from the track. Today someone calls to the driver, "We're really not in a hurry. We do have families at home!" I don't think the driver understood as he continued his aggressive driving and close passes on scooters, trucks and buses. From that day forward we all fought over the back seat where you couldn't see as much out of the 3x5-foot horror movie called a windshield.

Thursday, November 30

After a good night's rest we are ready for our third full day at the track. It amazes me how quickly Shawn can learn a new track.

It takes me much longer to learn the corners, figure out the best lines, when to brake, how much entry speed to carry, etc. The instructor mentions that 1:16s are very good lap times. Shawn and one of the British racers were already doing those times. They've got a good rivalry going.



Kathy Reilly (09) leading Jamie Whitham around the track at Bira, in practice.

I take a ride around with Stuart (the main instructor) today. He follows me for a few laps and then I follow him and watch his positioning on the track. He is turning in later for turn three and sooner for turn 11. I work on these corners and Shawn times me at 1:21s. I get some times on him at 1:15s. We're informed that the existing track record is mid-1:10s, and the race pace should be in the 1:13 range. We're a bit off the pace, but considering we still have a few track days before the race, it's not really a concern.

Shawn has been having a little trouble with the suspension on his bike and it's not revving cleanly in the higher ranges. He decides to take my bike out to see if it's revving cleaner than his. The shifting on my bike is standard street pattern, while he uses GP shifting. He gets down into the 1:14 range on my bike while missing a few shifts. It looks likely that there is a problem with the motor or the jetting on his bike. Shawn mentions this to the mechanics and they immediately start a list of things to change. Rear shock, new pipe, jetting and a new rear tire. They mention that if this doesn't help, they'll swap the motor by the next morning.

continued on page 24

When ENOUGH is not ENOUGH
EMS
ENGINE MANAGEMENT SYSTEM
Need more top end power without sacrificing reliability? Yoshimura "Stage 1" cams are the answer. Engineered to use the stock valve springs with no piston modifications needed. Optimize your fuel and timing maps with Yoshimura's new EMS to extract the maximum performance from our racing exhaust systems. Yoshimura has the ENOUGH you need.
Features:
• Adjusts fuel injection & ignition timing mapping
• On board unit plugs into OEM harness
• Easy "Plug in & run" with supplied maps or create your own.
• PC interface cable & software included
• Exclusive peripheral capabilities
Optional Accessories Shown
Accessory Hub Kit
Clutchless Shift Kit
Shift Light Kit
Other Options Not Shown
•Gear Position Sensor •3-Way Switch •Extension Cable Kit
Camshafts available for Suzuki Hayabusa, Suzuki GSX-R1000, 750, 600, Suzuki SV650, and Yamaha R1
Contact your local dealer or visit us on the web.
Mat Mladin
Aaron Yates
Jamie Hacking
AMA Superbike Champion 1999
AMA Superbike Champion 2000
YOSHIMURA
RESEARCH & DEVELOPMENT OF AMERICA, INC
4555 Carter Ct., Chino, CA 91710 • 909/628-4722 • 909/591-2198 fax • www.yoshimura-rd.com

continued from page 23

Wow! Talk about service. As the mechanics diligently work on his bike, he asks me if he can take mine out and change the shift pattern. He makes the changes and heads out on track.

I had just gotten off the track, so I'm taking my leathers off and getting some much-needed water. Then I remember I need to be timing Shawn to see if he's picked up the pace. He's already done one lap, so I grab the stopwatch and wait for him to come around again. I start thinking, "Shouldn't he have come around by now?" I wait a little longer. One of the local riders comes by pointing backwards a little frantically. I know someone has crashed and I'm hoping it's not Shawn, especially since he was on my bike! Another student comes in from the track and tells me Shawn has crashed but he's okay. At this point I'm thinking Shawn's okay and I'm a little curious about my bike. Four other students have crashed and they've been fine with just a bruise or two. Then someone mentions that Shawn was sitting on the ground and he hadn't gotten up yet. That concerns me a bit.

Stuart has taken his truck out to pick up Shawn and the bike. After 15 minutes, they end up at the first aid building. Just as I am heading over, Paul (the local we met yesterday) shows up and walks with me there. As soon as I see Shawn I know something is wrong. "Uh, honey...I've got unusual bone movement in my shoulder," he mumbles. He obviously needs to go to the hospital. My mind is spinning...I need to get the credit card. Do we have to pay cash up front? Will I have to get cash off the credit card? Where am I going to do this? Will they speak English? Fortunately, Paul says he will take us to the hospital and he speaks fluent Thai. He says the hospital will take a credit card and we don't have to pay up front. I'm feeling a little better. We opt to take Paul's truck, as the track will shut down if we take the only ambulance.

Once at the hospital, I'm amazed at the facility. It appears to be no more than a couple of years old. It is as modern, if not more so, than the hospitals in the States. Visions of rusty saws and diseased flies on open wounds quickly fade. We are immediately admitted into the ER. Only minutes later, Shawn is whisked away for X-rays. They take three X-rays of his shoulder. The doctor, who speaks a fair amount of English, comes in to give his diagnosis. The first question before rendering his verdict is "Motorbike?" Shawn sheepishly nods in agreement. The doctor mentions that he sees this type of injury all the time. No wonder, considering half of the population is on two wheels.

As expected, he has snapped his collarbone clean in two. Not expected, was the chip of bone about the size of a quarter separated from his scapula and a possible slight upper arm fracture. They give us the option for surgery or the more common figure-eight brace, along with an arm sling and painkillers. We opt for the non-surgical procedure and we are in and out of the hospital in a little over an hour. No waiting for hours like in the States. The bill came to a whopping $65.00 for everything!

Kathy Reilly (09) in action, turn three at Bira Circuit, Thailand. Photo by Mac McDiarmid.

Paul takes us back to the resort. Shawn had crashed at about noon and it is now only 2:15. We spend the rest of the day in the room and order room service for lunch and dinner. Stuart stops by in the evening to check up on Shawn, and he stays and chats with us for a while.

Friday, December 1

We decide to go to the track today for a while as we heard that Jamie Whitham (World Supersport racer) and Cobby, a freelance writer for Superbike Magazine, are showing up.

Instead of taking the 8:00 a.m. van to the track, Stuart tells us to sleep in as there will be a 10:00 a.m. van. Jamie Whitham and Paul Shoesmith (another instructor) show up in the lobby as we're waiting.

We introduce ourselves and discuss the finer points of crashing. Jamie makes the statement, "Once it 'eals, your shoulder will be a bit lower than the other, and if you break the other you'll 'ave a match. You'll look like a pencil, though." We ride over to the track with them, watching their expressions, as we fly through the traffic we are now accustomed to. We have some enjoyable conversation. Shawn painfully notices how bumpy some of the roads are. The entire country's freeway system is apparently being updated and expanded. The driver politely slows down for some of the bigger crevasses.

My bike is ready to go when I get to the track. Some repairs had been done yesterday after we left for the hospital. Matt (one of the instructors) has been riding it all morning so I'm convinced it's safe to ride. I do some practice sessions and Shawn times me at 1:20s. The other woman rider, from England, is doing 1:22s. Shawn starts coaching a couple of the slower guys. He also gives some input to the fastest student on how to get through the esses better, since Shawn is no longer his competition.

A group of us meet afterwards and decide to go to a local eatery called The Lobster Pot. The restaurant is outdoors over the water along the beachfront. We splurge on a delicious meal of crab, lobster, steak and drinks, all very affordable. While we're eating, we notice another rider and his family just a couple of tables away. We all have a good time exchanging stories, and we get back to the hotel around midnight.

Saturday, December 2

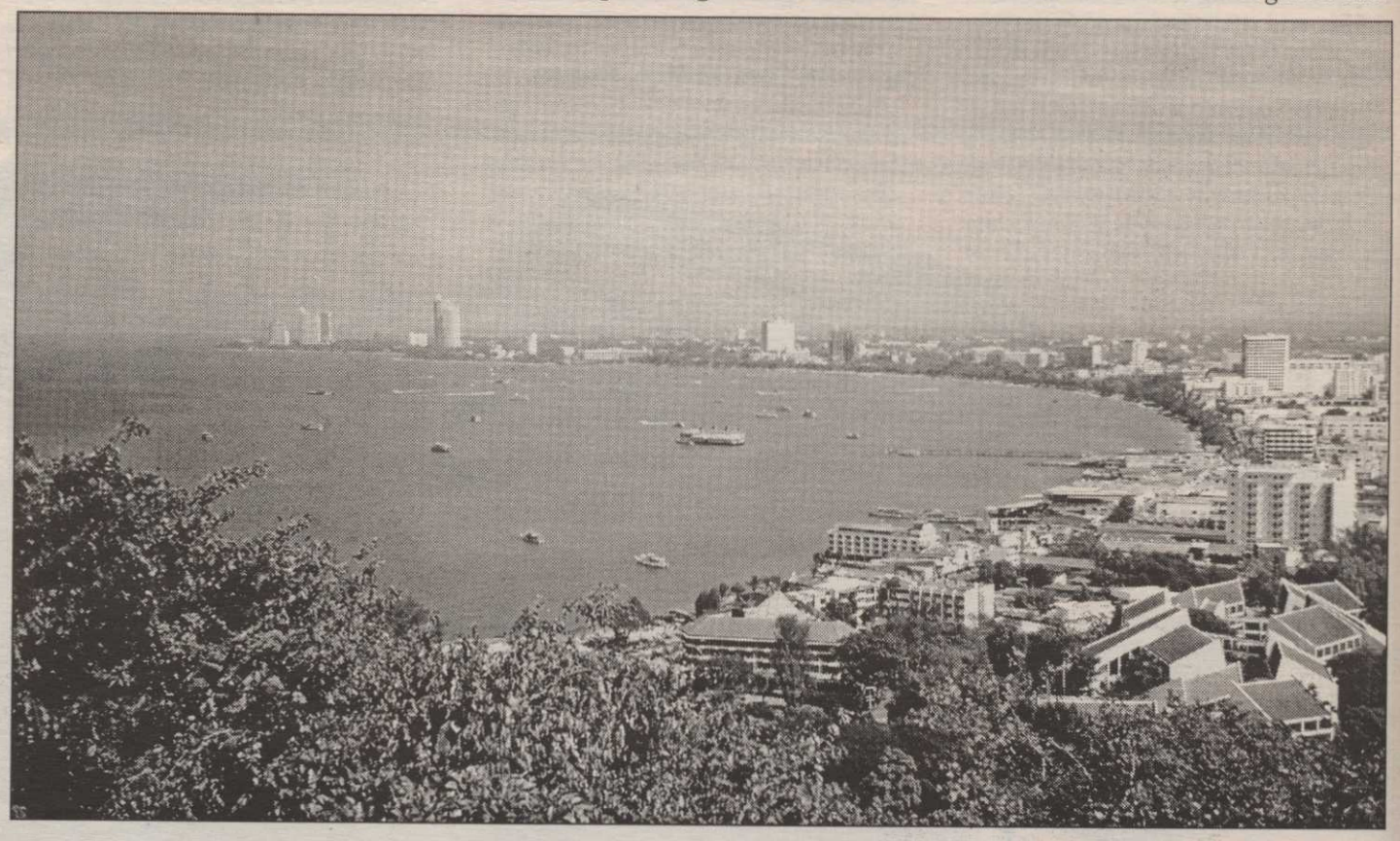
We have four free days before going back to the track next Wednesday. We enjoy a relaxing day socializing at the pool and checking out Ripley's Believe it or Not in the Royal Gardens shopping mall. After dinner we stroll around Walking Street, which is lined with street vendors and their merchandise.

At midnight guys start coming up to us with pictures of Thai women doing interesting things. We end up being escorted down a side street and up a flight of stairs to a small, crowded bar. Girls come on stage and perform "magic tricks". It's not quite a rabbit being pulled out of a hat, though. One girl has an interesting way of shooting darts at balloons around the room. As soon as we notice the bartender ducking, we take the hint and duck out of the way as well. It's one of those "must see while you're in Thailand" shows as we soon find out most of the others in our group have experienced one of these shows as well.

Sunday, December 3–Monday, December 4

The next day we head out on a trip to Ko Samet, an island about an hour south of Pattaya. The price of the trip is included in our package. After a 25-minute boat ride, we land upon the beautiful beach of a very quaint, little island. There are three small hotels, consisting of bungalows, on this side of the island. Beach chairs with umbrellas line the shore. The water is greenish blue and about 80 degrees. The island is lush with palm trees and is the very definition of tropical.

There isn't a whole lot for Shawn to do here...he can't snorkel or scuba dive and the roads on the island are too bumpy for him to be comfortable doing any sightseeing. So we take a walk and then opt for the 200 baht-per-hour massage in the shade on the beach. You cannot have too many massages while visiting Thailand. We have a leisurely dinner on a patio overlooking the shoreline. This seems to be about all the nightlife there is here, which is a nice change of pace from the city.



Overlooking the city of Pattaya, Thailand.

continued on page 30

"A riot from start to finish!
Fun for everyone, and Gobert's most
rip-roaring performance to date!"

- The Virginia Cavalier

ACE VIRGINIA

FACTORY FLYER

To swerve and protect

...My lead!

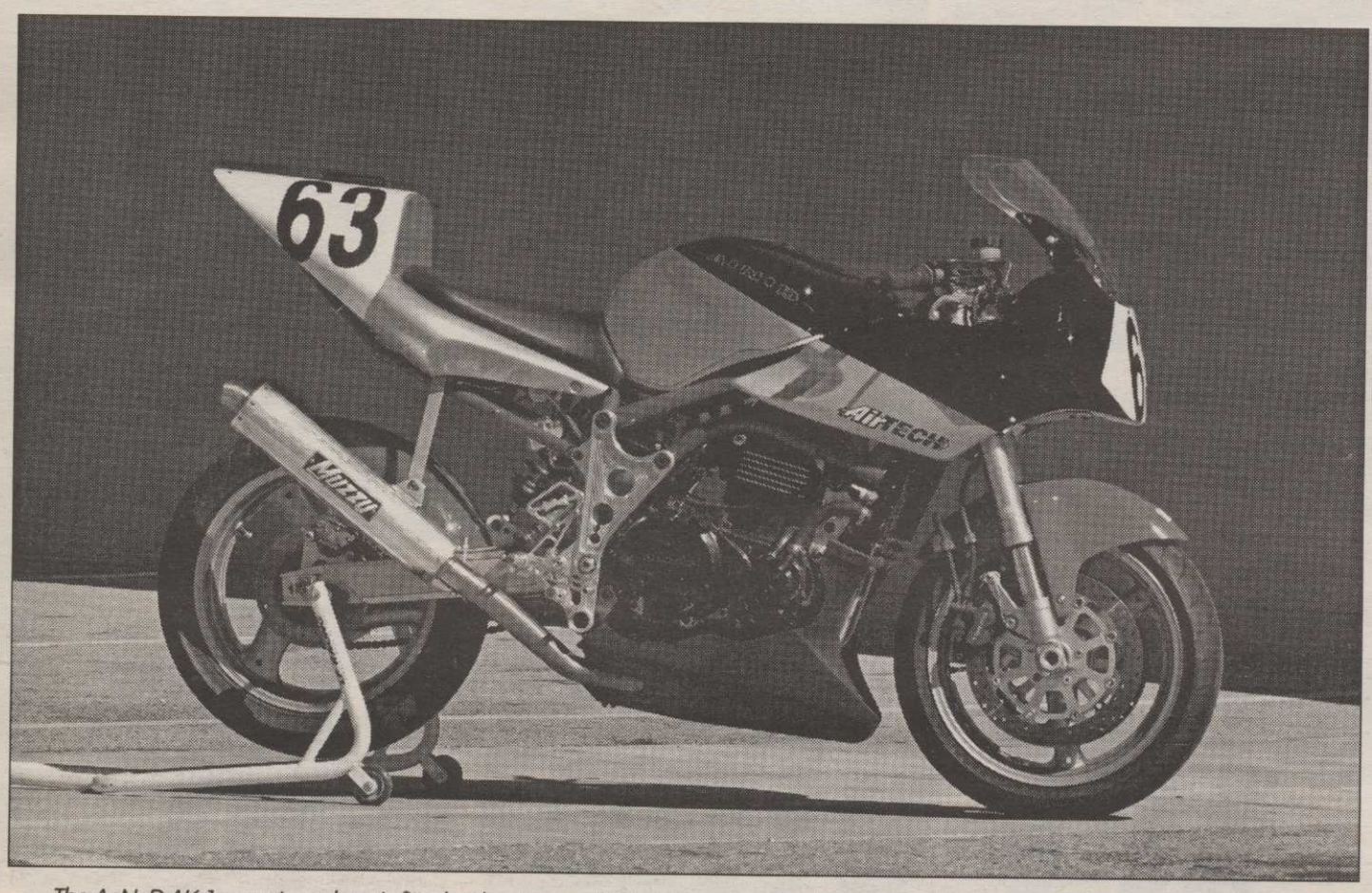
YAMAHA MOTOR CORP., USA IN ASSOCIATION WITH GO SHOW FILMS PRESENT A ROUND 11 WIN AT VIRGINIA INTERNATIONAL RACEWAY IN THE AMA 600cc SUPERSPORT FINAL
STARRING ANTHONY GOBERT AND THE YZF-R6 CO-PRODUCERS TOM HOUSEWORTH & JEFF MYERS COSTUMES DESIGNED BY ALPINESTARS & AGV
MUSIC BY STEVE ROUNDS & SEAMUS TAAFFE EDITED BY MARC LAMBERT TRAVEL ARRANGEMENTS BY JON ROSENSTIEL PRODUCTION DESIGNER JAMIE WAGNER
CATERING BY TONY ROMO, GREG GROCE DIRECTOR OF PHOTOGRAPHY BRIAN J. NELSON PRODUCED BY YAMAHA MOTOR CORP., USA DIRECTED BY TOM HALVERSON
CONGRATULATIONS TO 2001 AMA 600cc SUPERSPORT CHAMPION ERIC BOSTROM.

Professional rider depicted on a closed course.
Dress properly for your ride with a helmet, eye protection, long sleeved shirt, long trousers, gloves and boots. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For further information regarding the MSF rider course, please call 1-800-446-9227. Do not drink and ride. It is illegal and dangerous. ©2001 Yamaha Motor Corporation, U.S.A. (Cypress, CA 90630)
For the Yamaha dealer nearest you call: 1-800-88-YAMAHA. Visit our website at www.yamaha-motor.com.

YAMAHA®

One Man's Dream Bike

By David Swarts

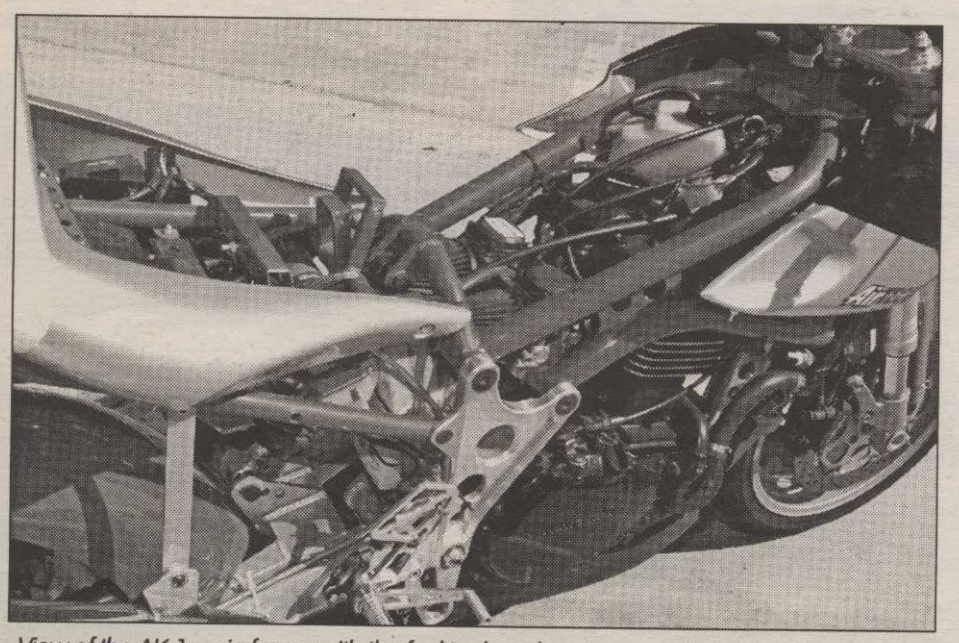


The A•N•D AK-1, a custom chassis fitted with a Kawasaki EX500 engine. The chassis is sold in kit form, with the customer supplying parts from a donor EX500. Photo by Brian J. Nelson.

A lot of riders have a project bike in their head. For years I have dreamed of the ultimate air-and-oil-cooled Suzuki GSX-R hybrid. I would take a big motor with a ton of midrange horsepower and a hard top-end hit and stuff it inside a light, nimble chassis with trick parts liberally added for extra visual stimuli. Even after modern, light-is-right hyper bikes like the Honda CBR900RR and the Yamaha YZF1000R came on the scene, my project bike daydreams didn't lose any momentum. I guess part of the dream was personally picking each part and building the bike with my own hands rather than just looking at the numbers on the bike's spec sheet. Julian Farnam of A•N•D Motorcycles is hoping that there are a few more people like me out there. Lord help us all.

Farnam, a graduate of the famed Art Center College of Design in Pasadena, California and a life-long motorcycle enthusiast, has a dream bike that he has actually built. It's called the AK-1: A for A•N•D, K for the Kawasaki EX500 motor that powers it and 1 because it is the first model.

"I was the kind of oddball in that I was interested in motorcycles," said the 39-year-old owner of A•N•D Motorcycles of his time in design school. "Most of the guys that graduate from the program I came from go to Detroit or down to Southern California to work for automobile manufacturers. My aspirations were to work at the Honda studio in Torrance designing bikes." Farnam came close to that goal and spent some time designing sportbikes for Yamaha, but the urge to create his own, unique motorcycles led Farnam toward starting his own company.



View of the AK-1 main frame with the fuel tank and seat removed, showing the construction using a combination of steel tubes and aluminum-alloy plates and tubes, with a bolt-on rear subframe. Photo by Brian J. Nelson.

Julian Farnam, designer of the A•N•D AK-1, with his creation at Willow Springs. Photo by Brian J. Nelson.

Farnam's first creation was a Yamaha RZ350-powered machine with a fork-less front suspension and modular wheels of his own design. That bike was featured in the October 1996 issue of *Roadracing World* but never made it to production. "The biggest lesson that I learned from that bike was just how incredibly labor-intensive it is to design something and how much time went into the tooling and fixtures to make the parts that become the bike," said Farnam. "I realized that it wasn't worth building just one bike. So I knew the second time around I was going to build something that I could sell duplicates of. Subsequently, a good friend of mine suggested that I just do a conventionally-suspended motorcycle, get that out on the market, get people familiar with the brand A•N•D and the kit bikes that I'm starting to develop. That's how the AK-1 came about.

"The concept was to design and manufacture a kit bike that was economical. I wanted a guy to be able to build a bike that was very exotic-looking, well-crafted with a lot of nice parts and pieces to it. So I started looking at bike motors, and the EX engine was appealing to me because they've made it for 14 years basically without any changes. It's still a popular entry-level racebike—a lot of guys are still racing them in the clubs—but the frames are horribly out-dated on them. In fact, the whole chassis is out-dated on them.

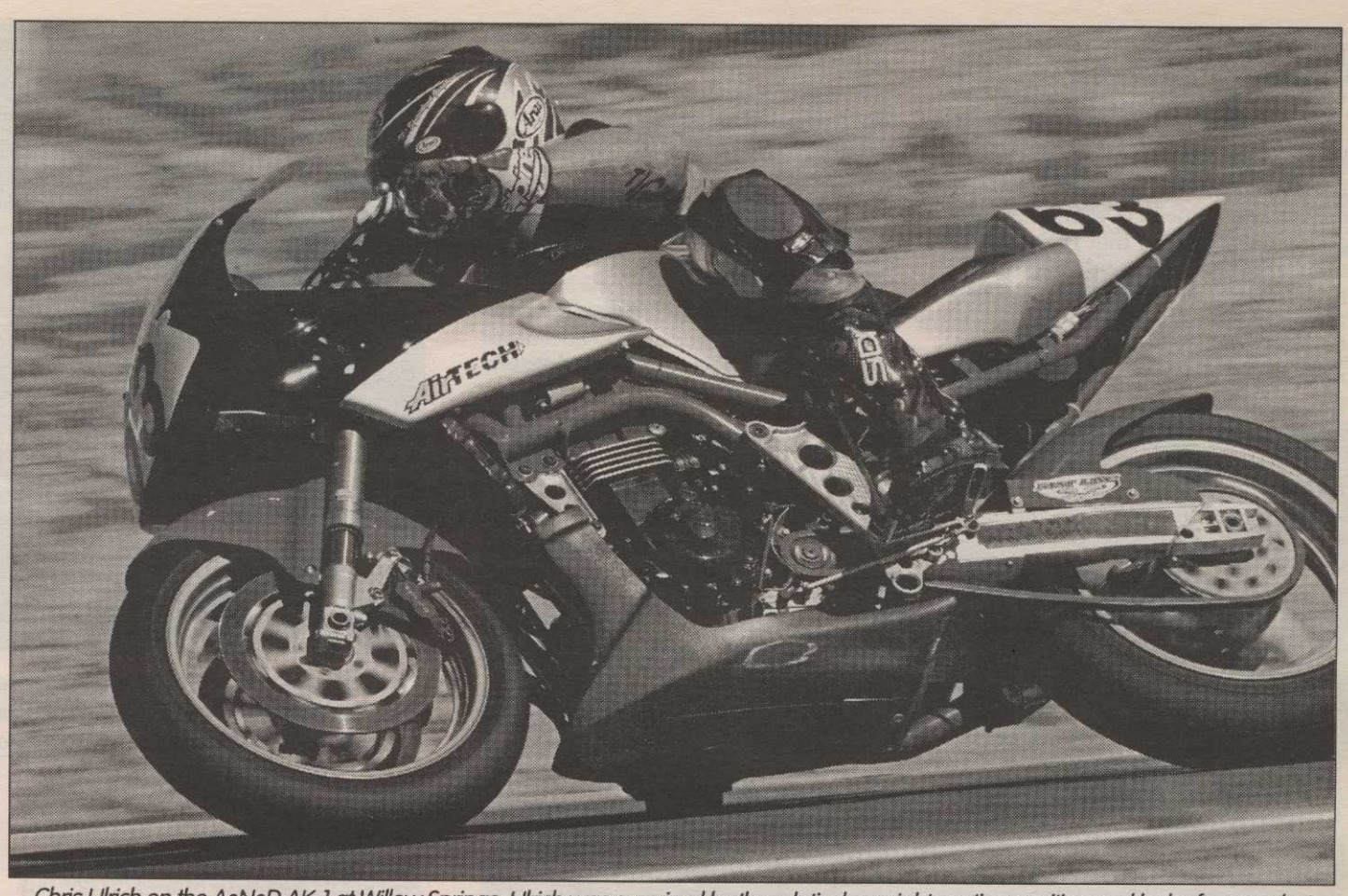
"The first thing guys do is throw out the forks and put different front ends on and different swingarms on. I thought, 'I'll just make a better frame that they can just bolt all of that stuff onto.' They don't have to modify steering stems or mill off the end of the swingarm, stuff like that. I'll make it all one nice, neat package that bolts together, and I wanted to utilize as much of the stock EX500 as possible so that a guy building one of these doesn't have to source every last part and piece onto the bike. He can use the fairing and tank off the EX, of course the engine and electrical systems, hand controls, the switch gear, foot controls.

"The thing that I've done differently with these frame kits, with a lot of frame kits you get a bare frame and the work is just started. You have to attach all of the brackets and tabs to mount your running gear to. With my kits, it all bolts together. All the tabs are there, all the mounting points are there. There's no fabrication required. It's just a matter of accumulating the parts and bolting it on."What I've tried to do to keep the cost of the kit as low as possible. When I sell the kit it only includes the parts and pieces that are unique. Anything that can be found from a third-party vendor or a salvage source is not included. Of course, I'm willing to help people find that stuff. I just can't provide a turn-key bike because that has to do with occupational licensing with the DMV (Department of Motor Vehicles). If I were to sell a turn-key motorcycle, then technically I become a manufacturer of a motor vehicle rather than an accessory product and that gets into a lot of red tape and bureaucracy that I just don't have the time and overhead to deal with."

The bike that Farnam brought for us to sample at Willow Springs featured a late-model EX500 upper fair-

ing with a Yamaha YZF-R6 tank, seat and replica tailsection. "This version comes with a different subframe that comes with brackets on it for the R6 tank mounts. The fuel capacity between the two is roughly the same. The reason to go with the R6 tank is that it is a shorter tank. For racing application, the riders want to get their weight forward up over the handlebars. With that short R6 tank, we can put the seat about three inches more forward. The downside is it lifts the seat about an inch or two, but so far my racers haven't minded that."

The AK-1 features a 55.0-inch (1397 mm) wheelbase with 24 degrees of rake and 3.75 inches (96 mm) of trail. The front end consists of 43mm inverted Showa forks, twin 320mm (12.6-inch) brake rotors, four-piston Tokico brake calipers and a 3.5 x 17.0-inch wheel, all from a late-model Suzuki GSX-R750. Farnam says many late-model Suzuki front ends will work on the AK-1 as he has specifically designed its steering head to accommodate them. The rear of the AK-1 is more unique. Farnam's creation uses a Fox shock that was originally built for a Honda CBR900RR. In cooperation with A•N•D, Fox redid the internal damping of the shock to compensate for the bike's lighter weight and mounted new eyelets at each end for the AK-1 application. The shock bolts to the kit swingarm at one of three optional mounting points. Farnam explained, "The three holes that you see on the swingarm, those are to allow for changes in the leverage ratio basically affecting the spring rate that you get at the axle. If you



Chris Ulrich on the A•N•D AK-1 at Willow Springs. Ulrich was surprised by the relatively-upright seating position and lack of power, but found the AK-1 stable and easy to ride. Photo by Brian J. Nelson.

set the bike up with the shock in the center hole, going up or going down you would be changing the leverage ratio by approximately 10 percent."

The AK-1's swingarm is completely custom. "Each of the main tubes of the swingarm has about a 5-degree bend in it," said Farnam. "In order to get a nice clean bend without distortion on the inside of the tube, we pre-dimple the inside of the tubing where the actual bend is going to take place. That way the inside wall collapses in predictably to make the bend. The extrusions get cut to length, get fitted to the front pivot shaft, get fitted to the rear adjustment

continued on page 28

GRAVES MOTORSPORTS
1-818-902-1942 FAX 1-818-902-3821
7645 DENSMORE AVENUE. VAN NUYS CA. 91406

TITANIUM
RV-2 EXHAUST SYSTEM

CLIP-ONS
$149.00

RACE STANDS
$149.00

NEW DESIGN 7075-T6 50% LIGHTER
SIZES 54, 53.5, 52, 50, 45, 43, 41, 39, 37, 35, 34mm

FAIRING BRACKETS
$149.00

Titanium Exhaust Systems	
Application	year
YAMAHA	
YZF R1	1998-2001
YZF R6	1999-2001
SUZUKI	
GSXR600	2001
GSXR750	2000-2001
GSXR1000	2001
GSXR1300	1999-2001
HONDA	
CBR600 F4	1999-2000
RC-51	

Round & Oval Canister available

Now Available:
SUZUKI GSXR (2001)
600,750,1000
HONDA RC-51
YAMAHA R1, R6

BANDIT TIRE WARMERS
$425

YAMAHA R6
ADJUSTABLE REARSET

2001
SUZUKI GSXR
600, 750, 1000
ADJUSTABLE REARSETS

WWW.GRAVESPORT.COM

continued from page 27

blocks, then all of the parts and pieces get bolted into a fixture, the fixture gets sent off and welded up. There's external additional gusseting that goes into the swingarm where we pre-dimpled for the bending. That way the strength gets brought back up with the gussets."

That custom swingarm holds a 4.50 x 17.0-inch rear wheel from a Suzuki RF600R, but Farnam believes a Suzuki SV650 rear wheel will also work. Either wheel will accommodate a 160/70R-17 rear tire. A•N•D makes modifications to the spacers and bearings so that a 25mm axle can be used.

Our test bike was equipped with a late-model GSX-R rear brake rotor, a twin-piston Brembo brake caliper, a cush drive from a Suzuki GS500E and a 520-series chain and sprocket set.

However, the focal point of the AK-1 is Farnam's red powder-coated frame. Inspired by the work of Bimota founder Massimo Tamburini, Farnam designed the forward trellis with two-dimensional, computer-aided-drafting software to resemble other proven frame designs. Then mild steel tubing was bent to initial specifications for a trial fitting to an EX500 engine. Revisions to the bends were made before the design was finalized on the computer. The finished trellis bolts to CNC-machined aluminum plates that hold the engine, swingarm, foot controls and rear subframe. The workmanship is top-notch and the finished appearance is definitely attractive.

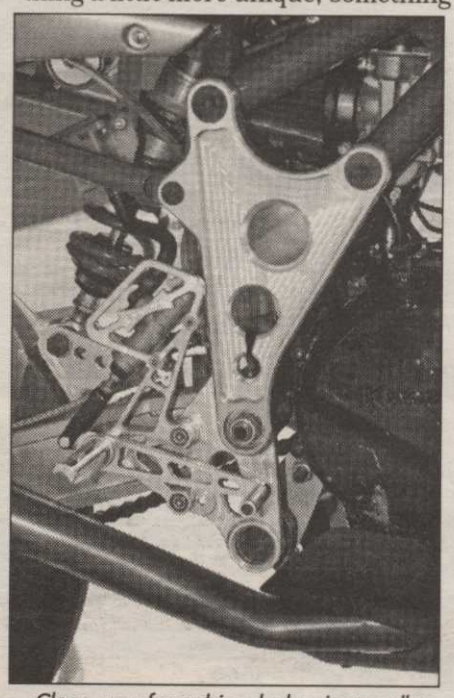
"(Tamburini) still is a phenomenal designer in terms of building a bike that performs well," said Farnam of his idol. "But aesthetics of a design were important to him. And they are important to me. I want the bike to look good in addition to working well. I felt that if parts and pieces looked good individually they would then look good together as a set of components and ultimately as a motorcycle."

In keeping with his goal of allowing a buyer to use as much of a donor EX500 as possible to keep costs down, there are two foot control mounting locations: One for the stock EX500 pieces and one for Suzuki GSX-R OEM and aftermarket rearsets.The bolt-on rear subframe runs the entire length of the tail and appears to be wasted weight. But Farnam points out that for an extra couple of ounces of mild steel tubing, the longer subframe provides tailsection strength for push-starting an AK-1 racebike as well as providing mounting locations for street lights. However, the subframe is not meant to support passengers.Surprisingly, the heavy, full-size EX500 battery box rides high in the tailsection. Although Farnam admits it was the last thing placed on the bike, he says out that customers can easily relocate a smaller battery to fit their personal taste or for racing applications.

Next to all the eye-candy trick parts on the bike, the powerplant seems rather plain. The AK-1 that Farnam brought to Willow has a fairly stock, low-mileage EX500 unit sourced from a salvage yard for $500. Farnam added a Muzzy race exhaust system, individual air filters (there was no room available for an airbox) and had some mild port work done to raise engine output to approximately 62 horsepower at the rear wheel. Farnam said that stock EX500 motors produce in the neighborhood of 55 rear-wheel-horsepower; EX500 specialty shops like MB Motorsports can build 597cc motors that produce 87 horsepower.

The final product you see featured on these pages weighs in at about 335 pounds without fuel, approximately 15 pounds lighter than an average EX500 racebike, according to Farnam.

It's impossible to evaluate A•N•D's AK-1 without comparing it to the latest, greatest thing in the Lightweight Twins racing world—the Suzuki SV650. "I would say the AK-1 is a good alternative to the SV650," states Farnam. "We have raced against SVs. We ran our bikes at the AHRMA National at Sears Point in the Lightweight Twins class that was predominantly SV650s, and we won the race both days. My other rider came in third on one of the days. So it's extremely competitive against the SV650s. I don't want to knock the SV. It's a darn good bike for a production bike. We are for someone in that class but they want something a little more unique, something



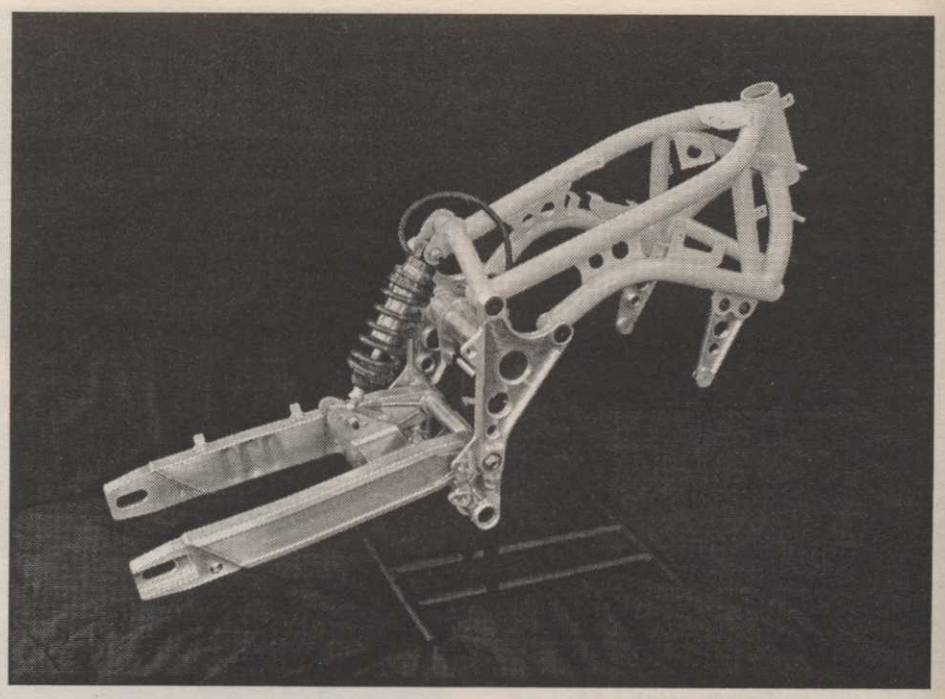
Close-up of machined-aluminum-alloy frame sideplates used on the AK-1. Main frame tubes bolt to the plates on each side. Photo by Brian J. Nelson.

that their neighbor's not going to have. The AK-1's a neat bike."

When we tested the SK-1, Farnam's development riders, Tom Dorsey and Shawn Reilly, were second and third, respectively, in the AFM 500cc Twins class with one race remaining in the 2001 series. Farnam said that Dorsey had a good chance of taking the title in the final round.

Club racing success aside, how does the good-looking AK-1 perform on the track in the hands of a professional racer? We had Racing Editor Chris Ulrich take the AK-1 out for a few laps of Willow Springs to tell us what he thought. Ulrich was to take five laps and then come in to download his initial impressions before making changes for a second riding stint, but Ulrich came in early.

"It's really undergeared. It needs two teeth at least, maybe three. I'm hitting the rev limiter before start-finish," said Ulrich, who was afraid that he would blow up the engine if he continued. Since Farnam's AK-1 was chasing that AFM Championship at the time of our test, destroying or



The A.N.D. AK-1 frame, with swingarm and shock in place. Note aluminum-alloy tubes welded between swingarm pivot plates, and multiple shock mounting positions on the swingarm itself.

blowing it up was not an option. Farnam offered to change to the tallest gearing he had with him—still not tall enough for Willow Springs—before we sent young Ulrich back out.

"It's like weird because I have to change my style," laughed the AMA 750cc Supersport race winner after his second stint on the AK-1. "It's definitely different than the GSX-R600. It's different than a GSX-R anything. The bars are like way up here and it's pretty tall, too, which is weird. It took me a lap to really drag my knee. The gearing's still a little too short for turn eight but this will work for today."

But what's it like to do a lap on the AK-1? "I don't have to use the brakes in turn one," Ulrich laughed again. "In turn two, I'm pretty much flat-out in sixth gear, but it's stable. It doesn't do anything really weird. It's all good and neutral. It's easy to turn. It works fine and is stable on the brakes. It doesn't do any wobbling or anything. Going from turn three to turn four is no problem. It's flick-flick. It seems like I could carry as much corner speed as my dad (on his TZ250) through there. You can't feel any of the normal bumps. In turn eight, I have to back off or I'll still hit the limiter. Nine, you know, flat out. I didn't drag anything so the ground clearance must be pretty good.

"You can't feel anything as far as the power. There's no hit. This thing just goes BRRRRR. It's a small-bore bike. It's gutless compared to what I normally ride. The places where you shouldn't be pinned, you've gotta be pinned. Like on a GSX-R750 you'd be 10 feet in the air if you went through nine anywhere close to flat-out. I haven't got through turn nine flat yet but I could do it. It's kind of like a 125, you just run the thing in there.

"Once I started going faster I could get it to flex a little bit. Like in three, if I really ripped the thing in there and made an extra downshift to get the back wheel a little bit hung out and you're modulating the clutch, you'd feel it once you threw it in there. If you got really aggressive with it, when you threw it in there you could feel it kind of ....for just a second, and it would settle down.

"In turn nine, you have to just rip it off in there, going from full throttle upright to all the way over on your knee and back on the gas. I could feel it flex and then it would settle. Once the chassis and suspension would set, it would be good. It wouldn't keep wobbling or anything. I could feel it initially at the flick and then it would go away. It's really good over the bumps. I didn't feel that I needed to adjust anything on the bike. That's kind of amazing because normally when I ride a bike I want to screw with everything."

After reviewing Chris Ulrich's lap times, we realized that he had been lapping close to race-winning times for the WSMC Battle of The Twins Lightweight (500cc) class. "Yeah, if I had proper incentive like prize money or contingency, I would race this thing," said Ulrich. "We'd get the gearing set up right, throw some Nutec in it, give me a license to crash it, and we'd be gone. This morning I was like, 'What the hell is this thing?' But the bike is actually really fun. You don't have to be as careful with it, you can just throw it around. I was thinking, 'Man, if I could make money and be famous racing this thing, I would.' It's an extremely forgiving bike.

"If I was a guy just off the street wanting to go racing, I would either buy this or an SV650. I think the engine/chassis combination is a good match (on the AK-1). This is a good beginner bike because you have to run it into the corners hard, you have to be sure about what you're doing, you have to shift at the proper place, you gotta make sure your gearing is proper, and what every small bike teaches you—corner speed. This seems like a good bike. Five more horsepower would make it better, but you always want more horsepower. If this is the first one, it's gonna be pretty good. It handles good, the power matches the chassis, and the balance is fine."

For an extra, more experienced perspective we asked Editor John Ulrich to make a few laps on the AK-1. "It's actually surprisingly good," said the elder Ulrich after jumping off a Yamaha TZ250 to ride the A•N•D prototype. "This would be a perfect bike for someone who wants to go out on a racetrack, not have any drama, and just learn how to ride fast. It's linear in everything it does. Its powerband, well, it doesn't exactly have an exciting powerband but the power delivery is real even and

linear. So you can turn on the gas anytime you want. It turns in good, it goes around the corner good, it stops really good. This would be an ideal bike for somebody who wanted to get into racing and just wants something that they can just jump on and ride and learn to ride fast.

"Some guys might like it because it's a Twin, and there're guys who like Twins and stuff, but this is a complete package. This is a complete learn-how-to-race bike. On one hand, it almost seems like this chassis is wasted on this motor. On the other hand, the whole package works well enough that the proof is in the riding. The EX500 is not an exotic motor, but as a package this thing works really good."

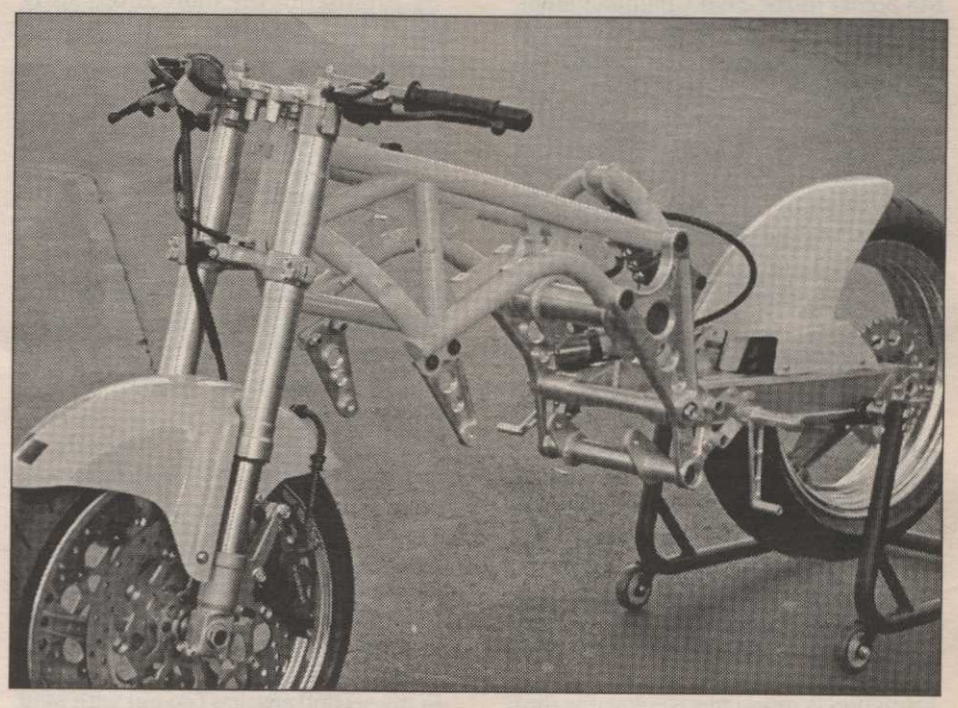
How can somebody get an A•N•D AK-1? "We should be in production by the time you read this and we will hopefully have kits ready for delivery at the end of the year," said Farnam. "There are basically two price ranges on a kit. There's $3250 which is just a bare frame and swingarm. That's meant for the guy who wants to do some of his own fabricating, like building his own subframe. But I anticipate most of our market will be with our more deluxe kit. We call it the 'Works' kit. It's $4750 retail on that. It includes the frame and swingarm, obviously. Also we include the rear subframe that has all of the tabs and brackets for mounting the seat and electricals, also the rear axle, adjuster blocks, rear caliper, caliper bracket, battery box, all the parts and pieces that are unique to this kit.

Fox shock originally built for a Honda CBR900RR has been revalved and reworked to fit in A•N•D AK-1 chassis. Photo by Brian J. Nelson.

"A lot of people have asked me about getting these bikes for street use. The frame comes with a serial number affixed to it and a certificate of origin so the bikes can be titled. In terms of lighting and street gear, the frames aren't necessarily set up to be a street-bike, but it's easy because the EX fairing has a headlight, turn signal, rear view mirrors, all of those mount to the fairing and the fairing mounts to the frame. So it's easy to get the front of the bike ready. The only real fabrication that's needed is a small bracket in the back for a license plate and taillight.

"People are asking us about different engine combinations for the frame kits. We're going to do a version, where we're gonna use a CR500 motocross engine. We have a lot of two-stroke guys that want that blue smoke to follow them on the street. So we've got to make them happy. And we've also got a lot of thumper guys, so we'll probably do a four-stroke Single. We haven't selected the motor on that yet. We're considering the new water-cooled Honda 650XR. We're also considering the DRZ Suzuki or maybe the YZ426F Yamaha but definitely something with electric start."

Farnam can be contacted at A•N•D Motorcycles, (925) 606-0311. **RW**



An AK-1 rolling chassis, with a Suzuki GSX-R750 front end and a Suzuki RF600R rear wheel, awaiting a donor EX500 engine.

FACTORY DIRECT • SAME DAY SHIPPING • TRACKSIDE SERVICE • ALL MAJOR CREDIT CARDS ACCEPTED

DUNLOP#1 in World SuperSport 3 Years In A Row,

Introduces D208GP for Racers!

DUNLOP

Club racers contengencies for 2001 nationwide...Call!

Performance at unbeatable Prices!

SportTire services
WEST OF THE MISSISSIPPI
800-776-8473

RTS RACE TIRE SERVICE
EAST OF THE MISSISSIPPI
800-772-TIRE

TIRES SOLD TO LICENSED ROADRACERS ONLY. CALL TODAY FOR AVAILABILITY AND PRICING INFORMATION.

EXCLUSIVE DISTRIBUTORS OF DUNLOP SLICKS & THE FACTORY DIRECT DISTRIBUTOR OF DUNLOP DOT RACE TIRES.

Racing In Thailand

continued from page 24

Tuesday, December 5

When we get back to Pattaya, we decide to do some shopping downtown. We bargain with the locals for shirts and souvenirs. We have dinner at another beachfront restaurant and watch the sun set. After dinner we run into Paul and Matt (the instructor who is leading the points in the Thai Championship). We buy them a drink at a bar where we sit in cushioned chairs looking out at Walking Street. They both live in Thailand and it is interesting talking with them, learning the local perspective of politics and society in general. We are also treated to the King's Birthday. At 8:00 p.m. people file into the street holding candles and sing a Thai version of "Happy Birthday".

Wednesday, December 6

Wednesday rolls around and we have the opportunity for a half-day at the track. Shawn and I decide to miss it and do some more sightseeing. We hire a taxi to drive us around. The driver takes us to a viewpoint overlooking the city, and then to an active temple with many beautiful 30-foot Buddha statues. Next, it's on to the Million Years Stone Park and Crocodile Farm. This attraction is much more enjoyable than the Tiger Zoo we visited last week. The highlight of the park is the huge crocodiles. The largest one we see is about 20 feet in length and a good 3-feet wide. We had already seen a crocodile show at the Tiger Zoo, so we don't mind skipping this one, but our driver won't have it. He appears to have as good a time as we do. Hard to tell for sure because he doesn't speak a word of English, but the boyish grin plastered on his face during the show speaks volumes.

We even get our picture taken with a full-sized tiger. The big cats generate an incredible amount of body heat. You don't want to be anywhere near one when he "marks" his territory. They can spray a good 15-feet of scent that I can only describe as ammonia-ish. It truly will clear your sinuses. We actually happened to view an unfortunate group of Japanese tourists get tagged. I can only imagine the conversation, over the roar of the open windows on the bus ride back to hotel.

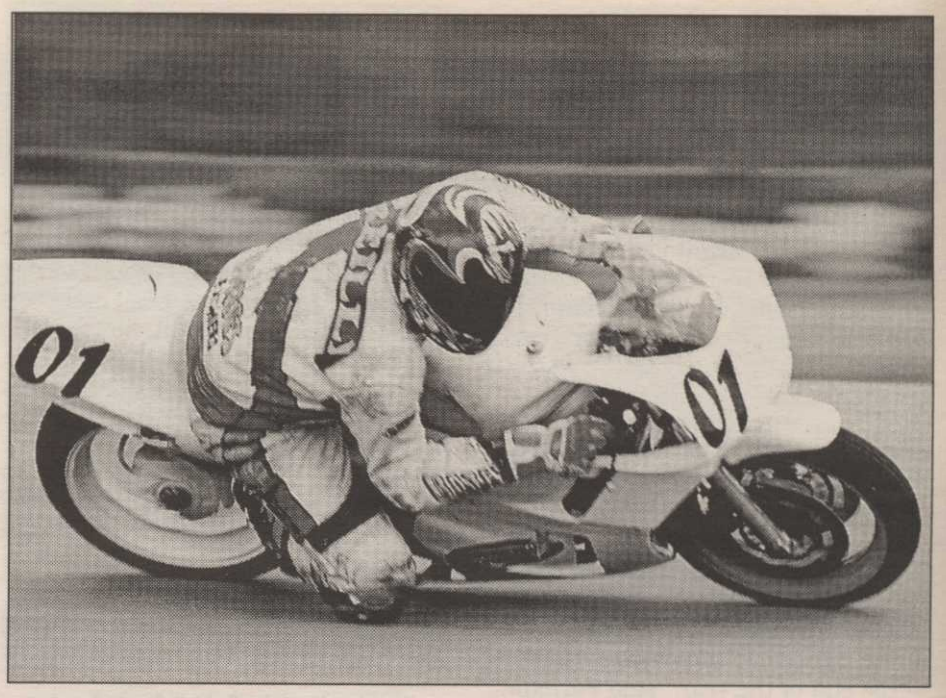
Another of the more interesting sights was the C.O.U.S. (Catfish Of Unusual Size). Feeding fish the size of love seats is pretty amazing! After we've seen the better part of the park, the driver takes us back to the hotel and we give him 500 baht for the time he spent with us.

During dinner at a German restaurant with our fellow riders, they inform us that Sam (the British woman) has gotten down to 1:18s at the track today. It seems everyone has dropped a few seconds. It looks like I'd better step it up tomorrow.

Thursday, December 7

We head to the track again for another half-day of riding. Stuart mentions that everyone is faster when they come back the second week, after having been away from the track for a while. In my first session, I get down to 1:19s. In my second session I go out with Matt and I get down to 1:18s. I discuss some of the technical parts of the track in detail with him. I'm happy that I'm down to 1:18s, but now I hear that Sam is doing 1:17s. I go back out and try to go faster, but I still do 1:18s. I ask Jamie Whitham if he'll do some laps with me. We take turns following each other around the track. I'm happy with the results as I get down to 1:17s, too. Racing around with Jamie Whitham wasn't bad, either!

Downtown Pattaya, Thailand.



Shawn Reilly in practice at Bira, after breaking his right collarbone!

After a quick lunch we have a practice race. Stuart lines us up by how fast he thinks we are, but he's got a couple of guys gridded ahead of me that I know I'll beat. We start the five-lap race. I pass a few students and Sam is just a little bit ahead of me. She is faster than me in turns one and 12, and I am faster than her in turn three and the esses. On the third lap going through the esses I get right behind her and start trying to figure out where to pass her. We get to turn 11 and we both turn in. I think, "Maybe I can get a better drive out on the front straight and draft pass into turn one." Just then she lowsides in front of me. I quickly turn my head away so I don't follow her and I finish the race. She is fine, but surprised that she crashed. Shawn has timed us at 1:17s again.

About 20 of us, including Jamie Whitham and his wife, decide to go to Beni Hana's for dinner. We jump in a few taxis and head downtown. The food is excellent and we end up closing the restaurant down with our nonstop chatter. Afterwards, we frequent a kickboxing bar and later we end up at a disco packed full of people. It's a tight squeeze, but we're able to do a little dancing and we stay out socializing until the early morning hours.

Friday, December 8

We sleep in today and seven of us meet up and take a taxi to the go-kart track. We race the four-stroke 80cc go-karts. It's a decent-sized track and we have a good time banging elbows. We take it easy the rest of the day. We have dinner, stop in at an internet cafe and then get a massage...we're definitely getting used to this! We chat with the girls at the massage parlor and exchange a few more English words for Thai. We had learned some basic Thai before coming over. People seem surprised at how much we know and insist it can't be our first time here. To us, part of the excitement of the trip is trying to learn another language.

Saturday, December 9

Today is the official practice day for the Thai National race. Shawn has decided he wants to try riding again. After coming halfway around the world, he doesn't want to miss out on the premier event. The first practice begins at 8:00 a.m. Since there are three 40-minute sessions and we've had so much track time already, everyone opts to get some extra sleep and show up for the last two sessions. We get to the track at 10:30 and our session starts at 11:15. I help Shawn get painfully into his leathers. Getting on the bike, he has to use his left hand to raise his right arm and hand into place. I'm a little worried about the possibility of him crashing again and making things worse. He says he'll just try it out and see how he feels, and then make a decision about whether or not to race.

I go out for my first practice session. The local Thai racers are now also out on the track. I do about five laps and I'm starting to get warmed up and comfortable with the pace. I'm on the fast downhill section in the back and I see two locals ahead. As I come around the kink where you have to accelerate hard to go up hill, I notice one pointing at something on the other's bike. I see that there is plenty of room to his left, so I gas it to get by. Just as I do this, the guy pointing has finished, and he swerves his bike hard to the left, taking all of the available track away from me.

I swerve to the left to avoid hitting him, and fly out onto the grass at around 70-80 mph. I know I have to ride it out, not touching the brakes or throttle. The bike is bouncing all over the place as it heads up the hill through the grass and dirt. Fortunately, the bike slows from the ascent and I pull back onto the pavement near the top of the hill, relieved that I was able to save it. I guess they have boneheads here, too...how do you say that in Thai?!

We end up doing two 10-15 minute practice sessions with a short break during each 40-minute session. So it actually feels like we get four practice sessions. Shawn and I time each other at 1:17s. I start thinking that if Shawn decides to race, maybe we will get to dice with each other. That would be fun. Shawn decides that he would like to race, but it will depend on how he feels tomorrow morning.

Sunday, December 10

Race day: Practice begins at 8:30 a.m. today. We only have one practice session before qualifying, so we have to get warmed up quickly. Stuart points out that we have fresh rubber on our bikes. Shawn is going out and I help him on with his leathers again.

The first qualifying session is for the 10-lap Thai School race. I do one warm-up lap and then I put my head down and try to put in a fast lap. I come off the track feeling good, hoping I've done my best times. I end up doing a 1:17.6, Sam does a 1:17.1 and Shawn does a 1:15.5. One of the Brits gets pole at a 1:12.4. I'm a little disappointed. The second qualifying session is for the 15-lap Thai National race. I notice my engine rpm is a little higher as I pull out of the corners. I end up doing a 1:15.8, Sam does a 1:16.7 and Shawn does a 1:14.0. Matt Patterson gets pole position at a 1:09.8 on his Kawasaki ZX-R400, which has about a 10-horsepower advantage over the Hondas.

We have to wait a long three hours now until the races begin. There is Touring Car racing going on as well. Finally, it's time for the Thai School race. We get suited up and head out onto the track. I try to warm up my tires, thinking we're on the warm-up lap, but everyone is going so slow. I realize we must be doing a parade lap, so I slow down before I pass the whole pack.

We line up on the grid. There are television cameras as this will be televised in Thailand. The announcer goes to the Brit who's on pole and interviews him. He interviews Sam next and then he comes over to me. I've never been interviewed on TV before. It would be nice to know what the announcer is saying when he's turning away from me and speaking in Thai. They seem to be pretty excited about having women motorcycle racers here. Throughout the morning, Sam and I have had our pictures taken about a dozen times by the locals. I don't think they know what to make of us. My very first National—it's in a foreign country and I'm interviewed on national television... how cool is that?!

Now we start our warm-up lap and then line up on the grid for the start of the race. I'm used to looking for a starter throwing a green flag, but I don't see one. I notice a red light, so I'm hoping we're supposed to look there for it to turn to green. It turns green as I'm realizing this, so I don't get the greatest start. Shawn gets a good start and is gone. I see Sam getting away and I know I'm as fast as her, so I start chasing her down. Within the first four corners I have passed the three guys who had gotten between us.

Shawn is in the distance, dicing with the leaders, but with his injuries he can't maintain the pace. After five laps he loses touch with them and starts falling back into the scrap going on for sixth, seventh and eighth. Sam is about 50 feet ahead of me and isn't pulling away. I lock my sights onto her. After about three laps I have gained some ground, but I'm not close enough to think about passing yet. She is still faster than me in some areas, while I'm faster than her in others. I see her bobble in the esses and I gain a little more ground. It feels like we're running at a very fast pace.

We finish the seventh lap and have three more to go. Sam starts to pull away a little. I notice the heat and humidity taking their toll on me, and I am suddenly exhausted. I start losing my concentration and drive, and I end up racing to keep my position and not let anyone by. I lose touch with Sam, but don't see anyone coming up behind me, and I finish 10th out of 16. Sam finishes just ahead, in ninth. Shawn, realizing he's been run down and wanting to maintain his position, makes a shrewd pass on a backmarker before the esses and brings it home in fifth. Wasn't he supposed to be slower so I could dice with him? He ends up beating some of the British 600cc Supersport racers, much to their dismay. Shawn explains that he had to adjust his riding style and use mostly his left arm when turning in either direction. The students and instructors appear to be surprised and impressed by this. I guess we made a pretty good showing for the Americans after all.

The Thai National race is supposed to start 45 minutes after the School race. But there has been a Touring Car crash and we are sitting on our bikes in the hot-pit fully suited up, waiting to go out. Okay, it's really hot now—even the locals are sweating. It will be a miracle if I can make 15 laps in this heat. Finally we are called up to the grid. There are more bikes on the grid this time with the Thai racers included now. The race begins and I get a crappy start...aren't we on lap 15 yet? Sam jumps ahead as well as three others. I decide to follow them for a bit as I don't have the energy to pass them right away like I did last time.

I catch and pass one near the end of the first lap. Two more are ahead slowing each other down with their dicing. They make some contact in turn three. I'm enjoying watching them go at it just a short distance ahead. I reel them in at the end of the second lap. I get a good drive and make a double-draft pass on the front straight. One of them gives a bit of a fight as he passes me back going into two. I set up for the exit, get a better drive coming out of the turn and pass him right back. This time it sticks and I put a little distance between them.

I'm going around the track at a comfortable pace. Finally, I see that there are only five laps left and I am still alive and functioning, so I pick it up a little. I notice I'm gaining on one of the locals. I push a little harder the next lap and pass him going into 11. Now if I can just stay ahead of him for two more laps. I make it stick and end up finishing 20th out of 25. Shawn finishes an impressive 11th and Sam finishes 18th. The ZX-R400 is the bike of the field. Combined with Matt Patterson's skill, it made for a hard combination to beat. He takes first place and finalizes the Championship win.

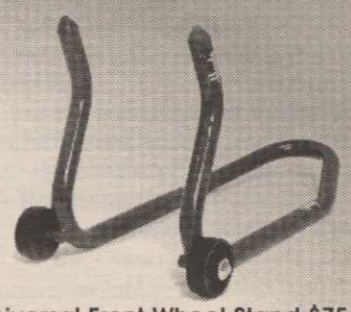
We meet up later with the other students at the hotel bar for more socializing and bench-racing. We all receive Race School Certificates and a few nice race photos to add to our albums. We say our goodbyes and Shawn and I head out to spend the last two days of our trip in Bangkok before heading home.

We had an incredible time seeing Thailand, making new friends, racing and improving our track skills. Would I go back? Definitely! **RW**

Air & Electric Lifts • Paddock Stands • Wheel Balancer • Scissor Jack • Tool Boxes • Work Benches

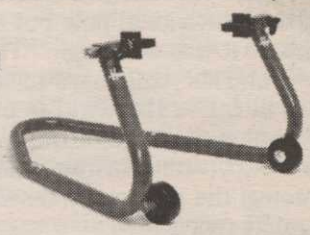
Motorcycle Repair Accessories For Your Shop Or Home

Sport Headstock Stand $115



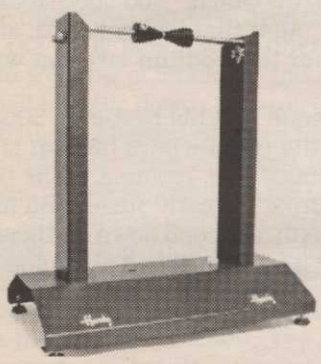
Universal Front Wheel Stand $75

Special! Buy both Universal Front & Universal Rear stands For only $99.00!



Universal Rear Wheel Stand $80*

Shown:
Air Lift $699*
Cycle Vise $81*
13" Front Extension $71*



Wheel Balancer $135*

Single-arm Stand $115*

*All products shipped FOB factory
Prices subject to change without notice.

Free shipping for a limited time!

Jak Lift $272

Known Throughout the World

866-225-3868 • Fax 641-752-1205

Handy®

www.handyindustries.com • sales@handyindustries.com

Handy Industries Marshalltown, IA

Rossi Wins!

By Mat Oxley

Max Biaggi may have lost the 2001 Australian 500cc Grand Prix but he had the best description for the six-man brawl that turned out to be the closest 500cc race in history. "It was," said the Italian, "dangerous, but graceful." Or, as a Japanese motorcycle magazine editor once put it, "Fast and beautiful riding on the outer limits of your life".

Biaggi was involved in one of many paint-swapping moments during the race, which outgoing World Champion Kenny Roberts and NSR500 riders Valentino Rossi and Alex Barros also described as dangerous, and it's not often that pro racers use the D word to describe their antics, rather than the track or the conditions.

The race drew gasps of awe from spectators throughout, but without doubt the scariest moment came when Rossi and Barros kissed tires at 300 kph (186 mph) down the start-finish straightaway. Incredibly all six of the men battling for victory made it to the finish, with three more riders right behind. Just 2.8 seconds covered the first nine men across the line, Rossi winning in last-gasp style to take his first 500cc World Championship.

Danger lurked all weekend at the Island. On Friday morning driving wind and rain made conditions hazardous in the extreme, and though the first qualifying session turned out dry, the gale-like winds made life difficult for everyone around this ultra-high-speed circuit situated on an Island off Australia's southeast coast. Next stop Tasmania, then Antarctica.

Local hero Garry McCoy managed to stay on board his Red Bull Yamaha to score provisional pole but even he admitted it was a struggle. "The wind is terrible, it's really hard to cope out there because the wind is pushing the front wide through the corners," said McCoy, still sore from a heavy fall at Motegi the previous weekend. "It's definitely risky."

On the other hand, fourth-quickest Carlos Checa had this to say: "You really get into trouble when the wind takes the front away from you, but there are other corners where the wind is blowing the other way, so the wind actually helps you steer into the turns!"

The wind abated somewhat for Saturday, and Biaggi claimed his seventh pole of the year, just outpacing World Champion-elect Rossi, who went into the race knowing that he only had to finish in the top eight to secure the title. On Friday the youngster had highlighted the treacherous conditions by crashing, though he enjoyed his usual lucky escape. Highsiding on the exit of Siberia Corner, he landed heavily, ran over to his bike, picked it up and rode back to the pits. There's little doubt that the guy is charmed—how many people get away with a highside like that?

"The crash happened when I hit a bump exiting Siberia and the rear end just kicked out," said Rossi, who ended up 0.424-second behind Biaggi the next day. "I love this track but it's a shame that we have to come here in the early spring when the weather's so bad." A sentiment shared by many.

"We've been having a few problems here, the bike is a bit nervous, so I needed to fit a soft tire and just go for it to get on the front row," Rossi continued. "That's not the best way to be up front but it's important to be on the first row, now we have to some more work to do on set-up. My target is the podium, though of course my first priority is winning the Championship. If conditions are good I'll want to finish in the top three."

Biaggi was delighted to score the fastest-ever lap around the Island, though the pack was running close, just 1.109 seconds covering the quickest 15 riders. "I feel like I'm on top and I'm confident for the race, but pole position is one thing, winning races is different," said Biaggi, winner of the similarly hectic 2000 Australian GP. "We changed the set-up this morning, we've been working a lot on the front, we found some chatter but fixed that and since then we've been concentrating on small adjustments. We also tried some tires, testing two different compounds and constructions, and we should have good grip and feeling for the race."

The Island front row was completed by Barros and Sete Gibernau, making his first front-row appearance on an RGV500. Barros rode hard to get pole and was lying second to Biaggi when he fell just minutes from the checkered flag. Unlike Rossi, he lay down for some while, having sprained his neck in the fall. "That was a tough session," said Barros. "I knew Max was fastest and I went out to push a little harder, that's why I crashed."

Gibernau, (whose teammate Roberts ended up 12th after running off the track on his best lap), had only been ninth in Friday's outing but moved up to the top four in the final seconds of the final session. "Now I have a good pace and I know what tires I need for the race," said Gibernau, whose previous best grid slot was seventh at last month's Portuguese GP. "I rode absolutely to my limits to get that time. A couple of guys are ahead bike-wise but I don't think anyone's ahead in terms of riding."

Olivier Jacque missed a front-row start by a tantalizing 0.004-second after running second-quickest for a while. The Frenchman was joined on the second row by Loris Capirossi, Checa and Tohru Ukawa. Friday pacesetter McCoy slipped to 14th as the pace heated up and he was unable to find a soft enough Michelin rear for a single hot lap.

The 14th race of an already brilliant season was a fitting spectacle for Rossi's crowning as 500cc World Champion. The dazzling 22-year-old only needed to finish eighth, but all the way through the most important weekend of his life he had insisted that he wanted more than an eighth-place to wrap up the title. And he was true to his word, playing his part in a race-long dogfight around this most spectacular of tracks.

Rossi led the first lap but after that he had to fight corner-by-corner with pole-sitter Biaggi, Capirossi, Barros, Jacque and an inspired Noriyuki Haga, who led a 500cc GP for the first time on the Red Bull Yamaha, scaring the living daylights out of both riders and fans as he did so. Rossi shuttled back and forth through the group, then tried to make a run for it mid-race, stretching a 0.7-second lead in one lap. But his pursuers were back on him, pushing him back to third before he tried another break with four laps to go. Again, it wasn't enough and Biaggi got ahead once more. Rossi made his final-lap winning move at the slow MG turn, just 500 meters from the finish line, diving under his arch-rival and holding his advantage to the line.

"I didn't think about the Championship, I just concentrated on the race, because trying to finish eighth would've been more risky," said Rossi after his ninth win of the year. "The early laps were a little dangerous because Haga and Barros were very aggressive, so I was keeping one eye on them and one on the track. Then when the tires started to wear, Loris and Biaggi arrived. Everyone was pushing so hard and getting some wheelspin, so I worked at saving my tires, and at the end my tires were in good shape. I had one place to overtake Biaggi and it worked okay.

"There are many reasons why I won the title, not least because I have the best package of machine and team," continued Rossi. "It's been a great year, I think we've made a great show all season, not just today. The level of racing has been very high, especially among us three Italians. We race very hard because we want to win."

His victory was indeed impressive and a mark of the man, especially considering that the two previous 500cc World Champions—Alex Criville and Kenny Roberts—had secured their crowns with tentative mid-pack rides. And here at the Island, the 1999 and 2000 kings had deeply troubled outings, finishing 11th and 15th. Out with the old guard, in with the new...

"I like the way Valentino has approached all his Championships," said Rossi's Crew Chief Jerry Burgess. "In '99, when he was going for the 250 title, he could win the title early at Rio and yet he rode that race to win. That's a sign of a guy who likes winning races and I've always said that if you win races the Championships take care of themselves. It's always been that way with the guys I've worked with—Mick (Doohan), Wayne (Gardner) and Freddie (Spencer), they all knew how to fight. I don't think it's good to win a Championship by just riding around for points."

Biaggi, who finally conceded the crown to Rossi, was at least happy he'd given his all, and stayed on board after a rash of recent crashes. And his Marlboro Yamaha YZR500 seemed remarkably free of the "structural problem" he'd complained about at Motegi. In fairness, the Island's fast, sweeping curves don't demand the same set-up intricacies that more technical tracks do.

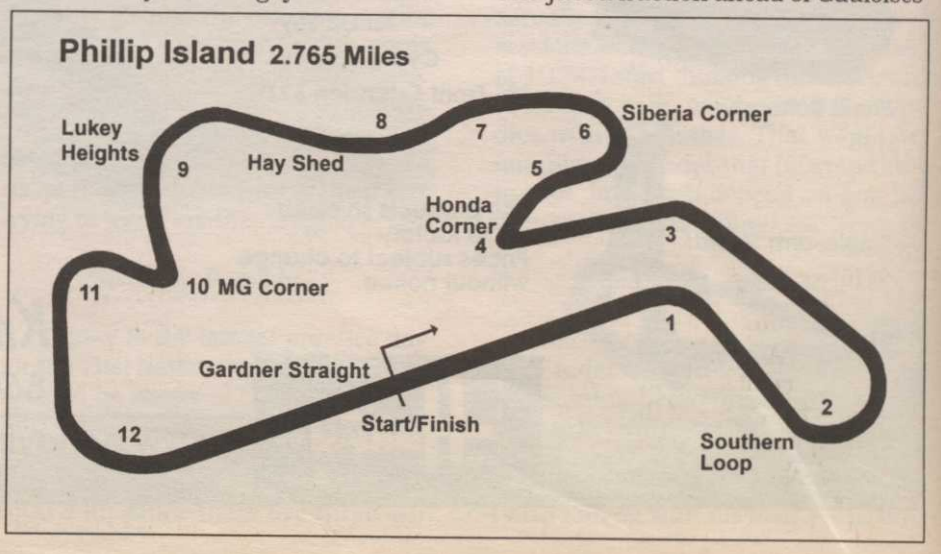
"I was on the limit from the first lap to the last," said Biaggi, who led on several occasions. "When I got the lead for the second time I tried to do a few very fast laps to break way, but I came so close to falling at turn one. I had a big front slide with smoke coming from the tire! When Rossi got me the last time, I tried to use more corner speed through the last turn so I could overtake him on the line but I couldn't quite do it."

Capirossi, who completed an all-Italian podium at Phillip Island for the second year in a row, did well to take third after a slow start. "The front end of the bike didn't feel so good on a full tank, so it was a while before I started pushing hard," Capirossi said. "By the time I arrived with the leaders I had used a lot of my rear tire, because I'd been trying to catch up, so I waited to attack again in the final laps."

Barros ended the race just over a tenth behind his teammate, with just 0.714-second covering the foursome. "I'm not so happy with the result but the bike worked perfectly," Barros said. "Biaggi made contact with me a few laps from the end and I lost a lot of places, which made victory impossible."

The Brazilian just held on to fourth, half-a-second ahead of Ukawa, who rode a great race. Ukawa was one of the leading lights of the second group which caught the leaders in the late stages to make a six-man skirmish a nine-man contest. He came through the pack from 12th on the first lap, ending up just 1.288 seconds down on Rossi. "I used too much clutch at the start, which lifted the front too much, I've got to learn to play with the clutch," said 500cc rookie Ukawa. "After that I fought hard, and racing for the podium later on was fun."

Jacque had his best-ever 500cc ride at the track where he won last year's 250cc title, running in the top three during the early stages and finishing sixth, a second down on Ukawa and just a fraction ahead of Gauloises



Three laps during the Australian 500cc Grand Prix, three different leaders: Max Biaggi (3), from Valentino Rossi and Loris Capirossi (65); Noriyuki Haga (41) from Alex Barros, Valentino Rossi and Max Biaggi (3); and, when it counted most, Valentino Rossi (46) from Max Biaggi (3). Photos by Sports Photography.

Valentino Rossi, 500cc World Champion, on the podium at Phillip Island. Photo by Sports Photography.

Yamaha teammate Shinya Nakano, Haga and Gibernau. Haga, on song at a track that doesn't require the same corner-entry finesse as more technical circuits, and unused to riding so hard for so long, was exhausted by the end, slumping into the clutches of Ukawa & Co.

Gibernau had also been in the second group. "After running short of fuel at Motegi we started with extra fuel, so the bike was too heavy over the front in the early laps," said Gibernau. "I had a couple of moments and realized I had to settle down. Towards the end, with the fuel burned off, I could get going. I caught the group but didn't have the speed to pass anyone down the straight."

Jurgen van den Goorbergh completed the top 10 on the Proton KR3, just ahead of Alex Criville who struggled to recover from a fourth-row start on his Repsol NSR500. The former Champion only just managed to keep an inspired Ant West (on the Dee Cee Jeans Honda NSR500V) behind him. Westy harried Criville's V4 throughout in his best-ever 500cc ride. "Usually I can only fight the V4s for the first few laps, then they go away," said West, a Gold Coaster. "I could pass them at a few places and if feels good to finish ahead of Abe, Roberts and Checa, it gives me confidence for the future that I can race some of these guys if I can get equal machinery."

Norick Abe on the Antena 3 Yamaha got the worst of the bumping and barging within the lead group, two collisions sending him back down the field to 13th. Dethroned Champion Roberts struggled with all manner of woes to 15th, one place ahead of Biaggi's teammate Carlos Checa, who suffered a rear-end feel problem. "Not much to say," said Roberts, out-ridden by his teammate Gibernau for the third race in succession. "I got a bad start and got mixed up with some pretty dangerous stuff with the two-cylinder bikes. I was just trying to stay upright, then about halfway through I felt as though something had gone wrong with the rear tire. After the race it looked okay, so I'm not sure what was wrong."

Abe's teammate Jose Luis Cardoso pulled out mid-race, colliding with a Gauloises mechanic in pit-lane. Although the accident caused a commotion, neither was badly hurt.

Poor McCoy ended a miserable home GP in the pits. The Aussie was chasing the leading group when he was forced out with a ruined clutch. "I don't think I've ever been so disappointed," he said. "I had no clutch from the start, so I was kicking the gear lever to shift, with the back wheel bouncing all over. I still managed to catch the leading group, while screwing out the clutch adjuster until the whole mechanism was hanging off. Then I decided it was too dangerous to continue."

Katoh Wins In 250s Again

All-dominant Daijiro Katoh on the Movistar Honda secured his ninth win of the season at Phillip Island to put himself one step away from securing the 250cc World Championship. Katoh once again defeated title-rival Tetsuya Harada in convincing style, putting himself 29 points ahead with just Malaysia and Rio to go. The victory meant that Katoh only needed to finish within four points of Aprilia's Harada at the subsequent Malaysian GP to clinch the title.

Katoh started well from third on the grid, taking his time to suss things out in the leading group before passing Fonsi Nieto and Harada to move into first on lap four. From there the 25-year-old Katoh led every lap, extending his lead to three seconds at half distance. By the finish line he was 5.664 seconds ahead of Harada, with hard-riding Aprilia privateer Robby Rolfo a few seconds back in third.

"After the crash at Motegi last week I'm happy to finish a race and win a race again!" smiled Katoh. "Without that crash maybe I would be Champion already, now I'll ride my best race in Malaysia to win the title. The race today wasn't so bad, I managed to get ahead and get away from Harada, I thought he would come with me."

Harada was less impressed, for this was the sixth time he'd been beaten into second by Katoh. "The tire that worked well yesterday didn't perform the same today," said the 1993 250cc World Champion. "I think Katoh will win the title next Sunday but I will still give 100 percent to keep my chances alive."

Jeremy McWilliams was next up in fourth, beating fellow Aprilia privateer Nieto and Emilio Alzamora on the Movistar Honda by a fraction of a second. Nieto had led the first two laps after a brave rush through the first two turns had put him ahead of the more cautious Katoh and Harada.

Ui Wins, Poggiali Beats Elias To Close Up 125cc Title Chase

The maddest 125cc Grand Prix of the year put winner Youichi Ui on the L&M Derbi back in with a shout at the 125cc title, but the race will be remembered for the action that unfolded behind Ui, with 10 riders going at it in breathtaking style around the high-speed circuit.

All eyes were focused on 18-year-old title leaders Manuel Poggiali on the Gilera and Toni Elias on the Movistar Honda, who started the race separated by 12 points. Elias looked in trouble before the start, struggling with speed on his production Honda and ending up 17th on the grid, way behind pole-sitter Poggiali. But the little Spaniard rode one of the most remarkable first laps in GP history, passing 14 riders in the first three corners, without even jumping the start. And a lap later he was in the lead. The rest of the race was more difficult, however, the pair in the thick of the 10-man melee, swapping back-and-forth, while Ui managed to clear off out front.

"Very, very difficult!" said Ui, who had won the Pacific GP in Japan a week earlier. "It was like a casino, crazy, so

continued on page 34

Phillip Island GP

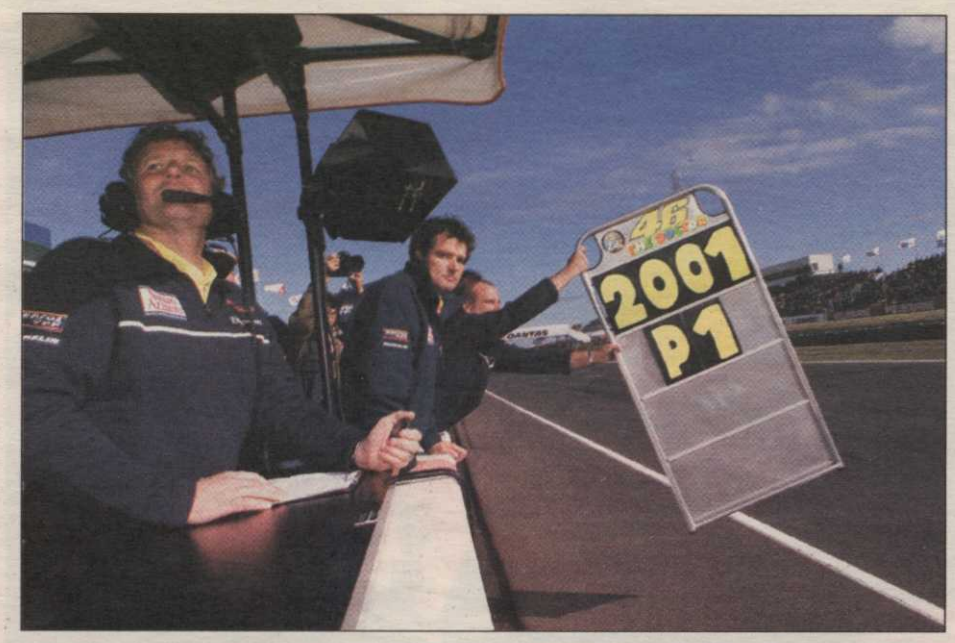
continued from page 33

I tried to go alone. I managed the win but it was so, so hard, I was pushing very hard."

Positions changed at every corner and on every straight, Elias sometimes passing three riders in one turn, only to have four or five come past down the long start-finish straightaway.

As they started the final lap, Poggiali was seventh and Elias fourth, but Simone Sanna crashed his Aprilia with 500 meters to go, taking Angel Rodriguez's Aprilia off track, and Poggiali took advantage of the chaos to move to third, his bike's superior speed keeping Elias behind at the flag. "This is a very important result," said Poggiali. "But I had a big clutch problem, I couldn't go faster, otherwise maybe I could go with Ui."

Elias said, "I'm happy because before race I didn't think I had any chance, I thought the title was over, but now I'm still in with a chance at the last two races." **RW**



It's hard to beat winning a World Championship by winning the race, too. Valentino Rossi's crew hangs out the signal board on the last lap of the Australian 500cc Grand Prix. Photo by Sports Photography.

RESULTS

500cc FINAL (October 14) 1. Valentino Rossi, Italy (Hon NSR500), 42:22.383, 105.672 mph; 2. Max Biaggi, Italy (Yam YZR500), 42:22.396; 3. Loris Capirossi, Italy (Hon NSR500), 42:22.964; 4. Alex Barros, Brazil (Hon NSR500), 42:23.097; 5. Tohru Ukawa, Japan (Hon NSR500), 42:23.671; 6. Olivier Jacque, France (Yam YZR500), 42:24.917; 7. Shinya Nakano, Japan (Yam YZR500), 42:24.962; 8. Noriyuki Haga, Japan (Yam YZR500), 42:24.965; 9. Sete Gibernau, Spain (Suz RGV500), 42:25.215; 10. Jurgen van den Goorbergh, Holland (Proton KR), 42:41.826; 11. Alex Criville, Spain (Hon NSR500), 42:42.383; 12. Anthony West, Australia (Hon NSR500), 42:42.686; 13. Norick Abe, Japan (Yam YZR500), 42:43.426; 14. Haruchika Aoki, Japan (Hon NSR500), 42:43.743; 15. Kenny Roberts, USA (Suz RGV500), 42:52.121; 16. Carlos Checa, Spain (Yam YZR500), 42:52.406; 17. Johan Stigefelt, Sweden (Sabre V4), 43:40.732; 18. Barry Veneman, Holland (Hon NSR500), 43:47.156; 19. Leon Haslam, Great Britain (Hon NSR500), 43:47.231; 20. Brendan Clarke, Australia (Hon NSR500), 26 laps. Race Distance, 27 laps, 74.628 miles; Race Time, 42 minutes, 22.383 seconds; Race Average Speed, 105.672 mph; Victory Margin, 0.013-second; Fastest Lap, Biaggi, 1:32.993, 107.001 mph, Lap 16.

500cc QUALIFYING: 1. Biaggi, 1:31.984, 108.175 mph; 2. Rossi, 1:32.408; 3. Barros, 1:32.421; 4. Gibernau, 1:32.473; 5. Jacque, 1:32.477; 6. Capirossi, 1:32.513; 7. Checa, 1:32.622; 8. Ukawa, 1:32.768; 9. Nakano, 1:32.840; 10. Abe, 1:32.905; 11. Haga, 1:32.934; 12. Roberts, 1:32.963; 13. Criville, 1:33.009; 14. Garry McCoy, Australia (Yam YZR500), 1:33.049; 15. van den Goorbergh, 1:33.093; 16. West, 1:33.714; 17. Aoki, 1:33.731; 18. Jose Luis Cardoso, Spain (Yam YZR500), 1:34.039; 19. Stigefelt, 1:35.035; 20. Haslam, 1:35.724.

500cc WORLD CHAMPIONSHIP POINT STANDINGS (After 14 of 16 rounds, all 16 count): 1. Rossi, 275 points; 2. Biaggi, 203 points; 3. Capirossi, 179 points; 4. Barros, 160 points; 5. Nakano, 135 points; 6. Abe, 124 points; 7. Checa, 111 points; 8. Gibernau, 107 points; 9. Criville, 101 points; 10. Roberts, 97 points.

250cc FINAL (October 15): 1. Daijiro Katoh, Japan (Hon NSR250), 39:48.180, 104.162; 2. Tetsuya Harada, Japan (Apr RSW250), 39:53.824; 3. Roberto Rolfo, Italy (Apr RSV250), 39:56.698; 4. Jeremy McWilliams, Great Britain (Apr RSW250), 40:02.483; 5. Fonsi Nieto, Spain (Apr RSW250), 40:02.569; 6. Emilio Alzamora, Spain (Hon RS250), 40:02.929; 7. Roberto Locatelli, Italy (Apr RSW250), 40:05.726; 8. Luca Boscoscuro, Italy (Apr RSV250), 40:25.636; 9. Naoki Matsudo, Japan (Yam TZ250), 40:39.052; 10. Shahrol Yuzy, Malaysia (Yam TZ250), 40:42.131; 11. Lorenzo Lanzi, Italy (Apr RSV250), 40:48.293; 12. Taro Sekiguchi, Japan (Yam TZ250), 40:58.494; 13. Riccardo Chiarello, Italy (Apr RSV250), 41:23.161; 14. David Tomas, Spain (Hon RS250), 41:21.535; 15. Jeronimo Vidal, Spain (Apr RSV250), 24 laps; 16. Cesar Barros, Brazil (Yam TZ250), 24 laps; 17. Diego Giugovaz, Italy (Yam TZ250), 24 laps; 18. Luis Costa, Spain (Yam TZ250), 24 laps; 19. Katja Poensgen, Germany (Hon RS250), 24 laps; 20. Stuart Edwards, Great Britain (Yam TZ250), 24 laps; 24. Alex Hofmann, Germany (Apr RSV250), 14 laps, DNF, crashed; 29. Franco Battaini, Italy (Apr RSV250), 0 laps, DNF, crashed; 32. Sebastian Porto, Argentina (Yam TZ250), 0 laps, DNF, crashed. Race Distance, 25 laps, 69.100 miles; Race Time, 39 minutes, 48.180 seconds; Race Average Speed, 104.162 mph; Victory Margin, 5.644 seconds; Fastest Lap, Katoh, 1:34.560, 105.228 mph, Lap 7.

250cc QUALIFYING: 1. Harada, 1:33.625, 106.279 mph; 2. McWilliams, 1:34.195; 3. Katoh, 1:34.368; 4. Locatelli, 1:34.405; 5. Nieto, 1:34.624; 6. Battaini, 1:34.789; 7. Hofmann, 1:34.862; 8. Porto, 1:34.887; 9. Checa, 1:34.950; 10. Alzamora, 1:35.023; 11. Rolfo, 1:35.045; 12. Randy DePuniet, France (Apr RSV250), 1:35.048; 13. Lanzi, 1:35.112; 14. Guintoli, 1:35.267; 15. Matsudo, 1:35.428; 16. David De Gea, Spain (Yam TZ250), 1:35.481; 17. Boscoscuro, 1:35.564; 18. Sekiguchi, 1:35.837; 19. Yuzy, 1:35.851; 20. Debon, 1:36.005; 30. Poensgen, 1:39.996; 33. Marco Melandri, Italy (Apr RSV250), 1:40.085.

250cc WORLD CHAMPIONSHIP POINT STANDINGS (After 14 of 16 rounds, all 16 count): 1. Katoh, 272 points; 2. Harada, 243 points; 3. Melandri, 169 points; 4. Rolfo, 163 points; 5. Nieto, 138 points; 6. Alzamora, 127 points; 7. McWilliams, 119 points; 8. Locatelli, 105 points; 9. Matsudo, 96 points; 10. Battaini, 59 points.

125cc FINAL (October 14): 1. Youichi Ui, Japan (Derbi), 38:14.688, 99.734 mph; 2. Manuel Poggiali, Republic of San Marino (Gilera), 38:19.397; 3. Toni Elias, Spain (Hon RS125), 4. Masao Azuma, Japan (Hon RS125), 38:19.626; 5. Lucio Cecchinello, Italy (Apr RS125R), 38:19.662; 6. Alex De Angelis, Italy (Hon RS125), 38:19.741; 7. Daniel Pedrosa, Spain (Hon RS125), 38:20.250; 8. Max Sabbatini, Italy (Apr RS125R), 38:20.569; 9. Eric Bataille, And (Hon RS125), 38:24.194; 10. Gino Borsoi, Italy (Apr RS125R), 38:31.853; 11. Noboru Ueda, Japan (TSR-Hon RS125), 38:31.977; 12. Casey Stoner, Australia (Hon RS125), 38:32.060; 13. Angel Nieto Jr., Spain (Hon RS125), 38:33.049; 14. Jaroslav Hules, Czech Republic (Hon RS125), 38:33.063; 15. Gaspare Caffiero, Italy (Apr RS125R), 38:33.135; 16. Stefano Perugini, Italy (Italjet), 38:34.430; 17. Steve Jenkner, Germany (Apr RS125R), 38:41.545; 18. Gianluigi Scalvini, Italy (Italjet), 38:41.580; 19. Jakub Smrz, Czech Republic (Hon RS125), 38:41.604; 20. Pablo Nieto, Spain (Derbi), 38:46.174; 21. Arnaud Vincent, France (Hon RS125), 38:46.507; 30. Simone Sanna, Italy (Apr RS125R), 22 laps, DNF, crashed. Race Distance, 23 laps, 63.572 miles; Race Time, 38 minutes, 14.688 seconds; Race Average Speed, 99.734 mph; Victory Margin, 4.709 seconds; Fastest Lap, Sabbatani, 1:38.499, 101.746 mph, Lap 5.

125cc QUALIFYING: 1. Poggiali, 1:37.737, 101.807 mph; 2. Cecchinello, 1:37.938; 3. Ui, 1:37.975; 4. Borsoi, 1:38.770; 5. Ueda, 1:38.928; 6. A. DeAngelis, 1:38.936; 7. Sanna, 1:38.989; 8. Perugini, 1:39.016; 9. Vincent, 1:39.062; 10. A. Nieto, 1:39.102; 11. Pedrosa, 1:39.148; 12. Hules, 1:39.181; 13. Rodriguez, 1:39.187; 14. Azuma, 1:39.295; 15. Scalvini, 1:39.298; 16. Caffiero, 1:39.313; 17. Elias, 1:39.395; 18. Jenkner, 1:39.420; 19. Stoner, 1:39.449; 20. Smrz, 1:39.459.

125cc WORLD CHAMPIONSHIP POINT STANDINGS (After 14 of 16 rounds, all 16 count): 1. Poggiali, 210 points; 2. Elias, 194 points; 3. Ui, 182 points; 4. Cecchinello, 140 points; 5. Azuma, 125 points; 6. Borsoi, 119 points; 7. Sanna, 105 points; 8. Jenkner, 94 points; 9. Pedrosa, 87 points; 10. Ueda, 86 points.

Yet another view of the battle at the front of the Phillip Island 500cc Grand Prix, this time with Alex Barros (4) leading Valentino Rossi (46), Noriyuki Haga (41), Olivier Jacque (19), Max Biaggi (3) and Norick Abe. Photo by Sports Photography.

By Mat Oxley

Yamaha Denies YZR500 "Structural Problems"

Yamaha officials called a special press conference at Phillip Island to refute Max Biaggi's claims that the factory's YZR500 has "a structural problem". Following the previous Motegi GP, where the Italian lost the front for the third time in four races, Biaggi had released a statement suggesting that Yamaha engineers had admitted their bike has a fault.

"Maybe we have a small disadvantage on acceleration and breaking stability, but it's also very tough to beat the Rossi/Honda combination," said Yamaha 500cc GP Project Leader Masahiko Nakajima. "Our rider has been forced to push harder into corners than before. And it seems to us that if the first stage of braking isn't good, the rider can't enter the corner well. We think it's a factor of chassis dimensions and stability."

Genial to the last, Nakajima refused to espouse the opinion of riders like Mick Doohan, King Kenny Roberts and Wayne Rainey, who all say that Biaggi uses a 250 style on his 500, placing all the emphasis on the front in a way that invites front-end tumbles.

As three-time 500cc World Champion Rainey says, "The key to my riding style was getting the front tire out of the way so I could get on the throttle. When you brake and flick, it's all front tire, which is kinda risky."

Nakajima added, "I have lots of faith in Max's ability, so we must find good chassis balance for him. Max is very demanding, he's very precise for development but sometimes we lose our direction because we can't understand what he wants."

Godfather Doohan

Two years after he retired from racing, Mick Doohan has become the godfather of Australian bike sport. The five-time World Champion announced at Phillip Island that he has assumed a management-style role with up-and-comers Anthony West and 15-year-old Casey Stoner, just a month after it emerged that he is also involved with former Superbike World Champion Troy Corser.

Doohan foresees his role with these Aussies as a "door opener", using the contacts established by himself and his management since he first came to GP racing in 1989. "Over the past 13 years we've established a network," Doohan said. "And it's easy to keep that rolling to help young Australians, or anyone else. For me, opening doors is the big thing. I'm not really a talent scout, I'm just having some fun, rolling along helping out young guys and putting something back into the sport."

The impressive Stoner, who's dominated this year's British 125cc series and rode to an excellent 12th in the Australian 125cc GP, is set to move to 250cc GPs in 2002. West, who's had a tough third GP season, racing Honda 500cc V-Twins, is being linked with one of the factory squads contesting the new-look big-bore MotoGP series.

Sheene And Gardner Inducted

Biking heroes Barry Sheene and Wayne Gardner were inducted into the MotoGP Hall of Fame at Phillip Island, joining other leading lights like Mick Doohan, Mike Hailwood, Kenny Roberts, Freddie Spencer and Angel Nieto.

Gardner, who became a national hero by becoming the first Aussie to win the 500cc title in 1987 and then ensured legendary status by winning the first two Phillip Island GPs in 1989 and 1990, reckons he is still surprised by those two victories.

"Sometime I still wonder how I did it," Gardner said at the ceremony. "This place brings back a lot of memories, and if I watch the videos they still give me a shiver down the spine. But it seems like a long time ago."

Gardner's Island wins were all-time classics, Gardner beating Doohan in

Start of the 125cc race at Phillip Island, Manuel Poggiali (54) leading Stefano Perugini (7), Toni Elias (behind Perugini), Lucio Cecchinello (9), Noboru Ueda (5) and the rest of the field. Photo by Sports Photography.

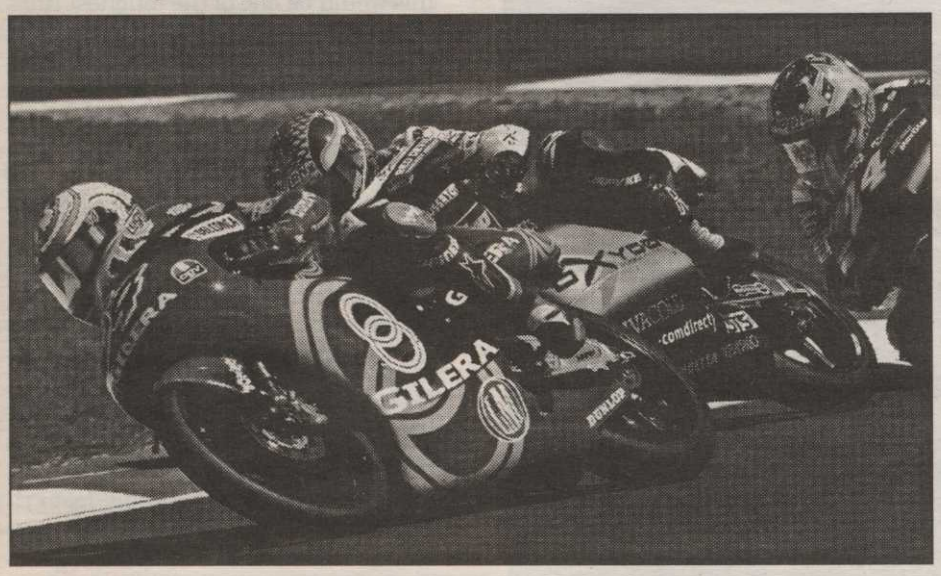
1990 and fellow Hall of Fame inductee Wayne Rainey in 1989.

Sheene, now 51, won the 500cc crown in 1976 and 1977 and his night-clubbing lifestyle helped take bike racing into the mainstream. He is now racing Vintage bikes.

"I rode a lot of good races with Nieto and with all those other guys, I'm in good company!" smiled the Gold Coast-based Briton. "It's good to see the sport in such shape, there's a lot of money around now, for sure I'd be a lot richer if I was racing now."

Windy Phillip Island

Strong winds, low temperatures and rain dominated most of the Phillip Island weekend. Day one was the worst, with gales ripping across the



Manuel Poggiali (54) races Simone Sanna and Toni Elias (24) in the Australian 125cc Grand Prix. Photo by Sports photography.

Bass Strait, making the high-speed track more treacherous than ever.

"Turn one is scary because you're riding through there at over 200 kph and a gust of wind could cause you major problems," said Marlboro Yamaha's Carlos Checa. "We're focusing on trying to help the bike in these conditions, adjusting the set-up to keep the front wheel on the ground."

Supersport Fatality

Victorian Honda CBR600F4i rider Clint Farr died after a high-speed crash during Saturday's 600cc Supersport support race at Phillip Island. The 21-year-old fell at the high-speed Hayshed corner, apparently after colliding with another machine. He was rushed to Alfred Hospital in Melbourne by helicopter but died of his injuries.

Rossi Meets Local Police

Valentino Rossi was going too fast from the very start of the Australian GP. The Honda rider was ticketed for speeding on his way to the track on Friday morning, Aussie cops tracking him at 155 kph (96 mph) in a 90 kph (56 mph) zone. Police visited him the next morning to fine him $400 Australian and ban him from driving in the state of Victoria for six months.

Worries About War Against Terrorists

The opening of American hostilities against the Taliban triggered yet more concerns amongst GP personnel. Most of the factory teams operated at Phillip Island with a skeleton staff of Japanese engineers, since Honda, Suzuki and Yamaha wanted as few staff members as possible to leave their homeland.

There were also many concerns within the paddock about the following Sunday's Malaysian GP. Malaysia is a Muslim country and on the Friday of the Australian GP there were riots in the capital of Kuala Lumpur, thousands of protesters making an attack on the U.S. embassy to complain about the bombing of Afghanistan. Malaysian Prime Minister Mahathir Mohamad urged the U.S. to stop the bombing, while an opposition leader went further, calling for jihad.

Haga Versus Hopkins

Red Bull Yamaha team officials say they are waiting for Yamaha to tell them who they will have riding alongside Garry McCoy in 2002. The public line is that the outfit is ready to hire John Hopkins, but the American teenager will only get the ride if Noriyuki Haga goes elsewhere. In fact, the team exercised its option on Hopkins on the last Friday in September, during an AMA National weekend in Virginia, making the young Californian an official member of the team for the next three years.

The future of Japanese star Haga remains still something of a mystery, though two of his options are a switch to Aprilia's new four-stroke GP squad and a transfer to the Antena 3 Yamaha outfit, alongside Norick Abe, though Antena 3 boss Luis d'Antin would rather have a Spaniard as a second rider. D'Antin had contacted Rubens Xaus but the youngster has already re-signed with Ducati.

Injured Melandri Sits Out

Marco Melandri was forced to sit out the Australian GP, following his scary tumble at Motegi the previous Sunday. The brave Italian, who broke a couple of bones in his right hand when he fell and was run over by Daijiro Katoh, tried to ride at the Island but gave in after a few painful laps. "After two laps I couldn't hold on anymore," said Melandri, who won his first 250cc GP during July in Germany. "I hope the Clinica Mobile doctors will be able to help me ride in Malaysia next week, because watching the other riders out there makes my hand feel even worse."

Special Bodywork

Holey fairings were back in fashion at Phillip Island. Many teams bring special bodywork to tracks where high winds are a problem, and the Island is undoubtedly the windiest track in GP racing. The idea is that the holes help riders deal with sidewinds, though there is some disagreement as to exactly what kind of holes are best. While Daijiro Katoh's Honda 250 team went for lots of small holes drilled in the fairing, Tetsuya Harada's Aprilia outfit preferred fewer but bigger holes. Katoh won the 250cc race, suggesting that smaller holes may be the way to go, though Youichi Ui won the 125cc GP with his Derbi's bodywork pock-marked with big holes. This one could keep engineers arguing for years. **RW**

Daijiro Katoh (74) beat arch-rival Tetsuya Harada (31) again in the 250cc race at Phillip Island, closing in on the 250cc World Championship. Photo by Sports Photography.

INTERVIEW: VALENTINO ROSSI

Shooting Star

By Mat Oxley

NEWLY CROWNED 500CC WORLD CHAMPION VALENTINO ROSSI MAY BE BIKE RACING'S BIGGEST-EVER STAR, BUT YOU BETTER CATCH HIM WHILE YOU CAN, BECAUSE IF HE KEEPS WINNING LIKE HE DID IN 2001 HE WON'T BE AROUND FOR LONG.

How much would you want to be Valentino Rossi? Okay, so you get to be the best motorcycle rider in the world, you get the money that comes with that talent and you get to be pretty popular with the ladies. But could you handle the downside? Or would you be driven insane, or at least to career-ruining distraction, by the ravenous pack of Italian media types that dog his every step, shades on, notebooks in hand, pretending to be his friend?

No motorcycle racer has ever been bigger than Rossi, not even Barry Sheene. He is, if you like, the David Beckham of bikes (though with much better taste in women, obviously) and like Becks, he pays a high price for his mainstream fame. These days Rossi's life is barely his own. When

continued on page 66

Rossi Again!

By Mat Oxley

Racetrack fatigue stalked pit lane at Sepang. GP racing's far eastern tour was in its third week—we'd come to Malaysia via Australia and Japan, flying, racing, flying, racing, flying, racing. The world title had been decided at Phillip Island, and it felt like time to go home.

The feeling even pervaded Valentino Rossi's pit, the new 500cc king's Crew Chief Jerry Burgess opining, "I don't see why we should have to keep racing now that we've won the title." JB and his men were knocking off earlier than usual, doing what they had to do, then racing back to the hotel for a steady evening at the bar. Funnily enough, this didn't seem to make any difference much choice of where to go. But it's one of the better tracks on the GP calendar, maybe not as great as places like Suzuka, Assen, Mugello and Phillip Island, but a challenge for riders and more than open enough to encourage close racing.

It's just a shame that so few fans bothered coming to find out. Sepang gets a good crowd for F1, but it was built too far outside of Kuala Lumpur to attract bike fans, most of whom thrash around on 50cc step-throughs. So the fans stayed away and some of the riders considered doing the same. Malaysia is a Muslim country and an angry demonstration outside Kuala Lumpur's U.S. embassy, protesting against the American attacks on Afghanistan, had given several riders the jitters, especially outgoing 500cc World Champion Kenny Roberts. But reports that he'd be shadowed everywhere by a team of armed security guards were exaggerated. The Malaysians are a peaceful people, and all concerns proved wildly unfounded.

The main concerns at Sepang were the usual ones—oppressive heat and humidity. With temperatures hovering around the mid-30s Centigrade (95 degrees F) and humidity around 60 percent, racing a motorcycle is hellishly hard work in Malaysia. Even Rossi knew this would be one of the toughest rides of his life. Returning to his pit bathed in sweat after another few laps of practice, he asked his crew how many laps the race would last. "Twenty one," they chorused. "F--k!" said Rossi, who has become an enthusiastic user of the F word since taking up residence in London.

Saturday's withering heat didn't stop Rossi trying his life out for pole, and he only missed out because he got his characteristic super-wide corner exit technique all wrong as he accelerated out of Sepang's final hairpin for the last time. He ended up fastest in the session anyway, but not quite quick enough to better the lightning-fast Friday time recorded by Loris Capirossi on his West Honda. So Capirossi got to score his fourth pole of the year, just ahead of Rossi on the Nastro Azzurro Honda, with Marlboro Yamaha's Max Biaggi third-fastest to continue 2001's all-Italian theme. So far they had taken pole at all 15 GPs, had won all but two of the races and were occupying the top three positions in the World Championship. Sepang would be the eighth time they had started together from the front row.

"Once again we lost a lot of dry track time because the circuit was wet this morning, so this afternoon we concentrated on testing race tires and race settings, rather than going for quick one-off laps," said Capirossi, who was one of several riders unable to improve on his Friday best. "I think we're in good shape for the race but it's going to be very, very tough for us and the tires. I have two tires to choose from for the race, and later on I'll have a meeting with my Michelin engineers to take their advice on which will be bet-

Garry McCoy (5) leads Loris Capirossi (65) and Valentino Rossi (46) mid-way through the 500cc Malaysian Grand Prix. Rossi won from Capirossi and McCoy. Photo by Sports Photography.

Early in the 500cc Grand Prix at Sepang, 2000 World Champion Kenny Roberts (1) leads new World Champion Valentino Rossi, Loris Capirossi (65), Max Biaggi and Garry McCoy (5). Biaggi soon rammed Roberts, taking both out of the race. Photo by Sports Photography.

New 500cc World Champion Valentino Rossi (46) relentlessly moved forward, and, once in the lead of the 500cc race at Sepang, pulled away. Here, Garry McCoy (5), Norick Abe (6), Loris Capirossi and Shinya Nakano (56) pursue. Photo by Sports Photography.

ter for the race."

Rossi's final lap brought him to within 0.075-second, his NSR500 kicking sideways as the rear tire kissed the grass on that last turn. "I made a mistake and went too wide," admitted Rossi. "That lost me some time and maybe I could've got pole without that. My team did a great job improving the set-up from yesterday, though things are never easy here; the track is so hot here that you have to learn to ride with the slide."

Second-quickest on Friday, Biaggi lost crucial ground Saturday when he slid off entering the final turn. "It's been a difficult day, this track is pretty slippery in the heat but I tried my best, so I'm a little angry after the crash," said the Italian, another rider who didn't improve. "I went out on my other bike but I'd lost some confidence, so I wasn't able to improve on yesterday's time.

"Tires and engines are the main concern in these conditions," continued Biaggi. "The tires tend to slide around after a few laps, so it's important to find a chassis set-up that's kind to them over race distance. Engines also suffer in this kind of heat, so we've been working on carburetion to improve performance." Capirossi's crew reckoned that engines lose something like 10 percent of their normal power at Sepang

Final spot on the front row went to Garry McCoy, scoring his first top-four qualifying position on the Red Bull Yamaha since April's South African GP. And he reckoned he could've been closer to pole. "I got held up by another rider on my final lap and that cost me time," said the Aussie, who recorded Saturday's second-quickest lap. "I've got a strong race set-up and I qualified on what will be my race tire. I've had a few problems finding the really grippy line here because my lines tend to be a bit different to other guys', and the circuit is pretty slippery except where there's been some rubber laid down."

Alex Barros was another faller on his West Honda Pons NSR500, but bravely improved his times when chasing Rossi later in the session, lifting himself from seventh to fifth. "We lost both morning sessions to the rain and then I lost more time when I crashed," said the Brazilian. "That means we've still got a lot of work to do in tomorrow's warm-up session."

Daijiro Katoh (74) led from the start of the 250cc race at Sepang, leaving Tetsuya Harada (31), Emilio Alzamora (7) and homeboy Shahrol Yuzy behind. Harada finished second while Yuzy and Alzamora crashed. Photo by Sports Photography.

Barros was joined on row two by Shinya Nakano and Gauloises Yamaha teammate Olivier Jacque, along with Sete Gibernau, Gibernau sneaking the last second-row slot by two hundredths of a second from Movistar Suzuki teammate Kenny Roberts.

Both RGV500 Suzuki men had tried Michelin's 17-inch rear tire during practice, even though pretty much everyone else (apart from occasional user Biaggi) had long given up on the tire, working instead with the 16.5, which gives better race-long grip though marginally heavier handling. Eventually they both went with the flow, fitting 16.5s and achieving their best times.

"You'd think we'd know by now but the results we're getting with the different tires are beyond what we expected," said Roberts, who won his debut GP at Sepang in 1999 and followed that up with another comfy victory in the 2000 race. "I couldn't get any entry or sidegrip with the 17. Michelin suggested trying the 16.5 and it was immediately better. It felt like a 17, with grip. Now we have to go a completely different route tomorrow with the 16.5."

Roberts' younger brother Kurtis, making his 500cc GP debut on one of his dad's spare Proton KR3s, ended the day 18th. It was a tough baptism for the fiery youngster, who lost Friday's first session to a first-lap crash and, like everyone else, had achieved little in the damp morning outings.

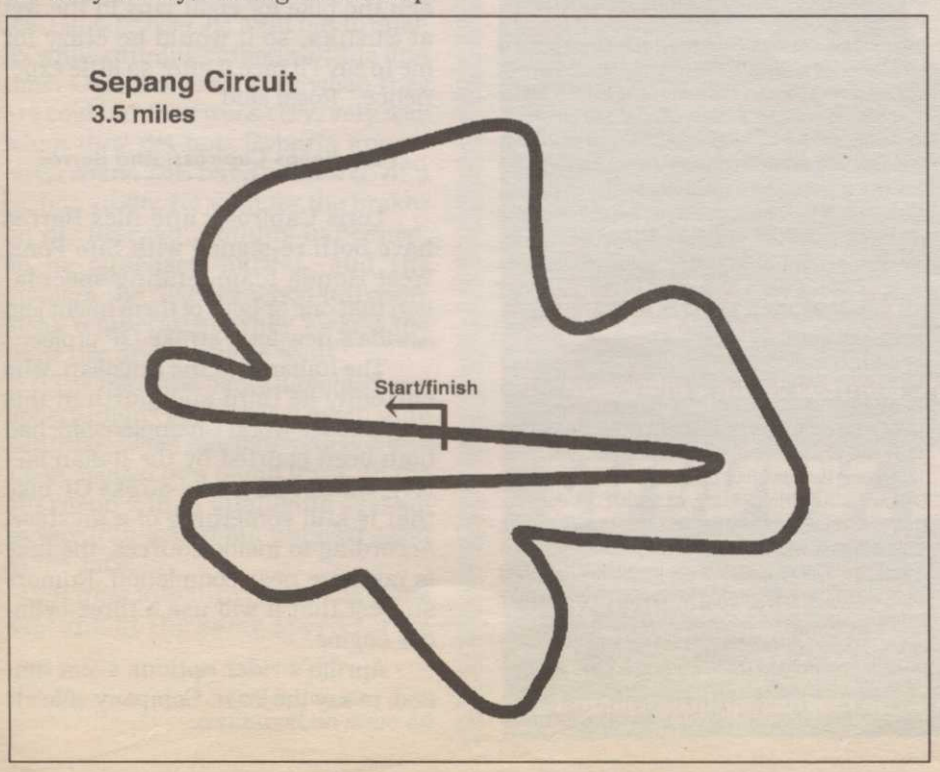
When it came time to race, Rossi didn't need to win the Malaysian GP, but he did anyway, and he did it in the final laps.

"In this heat there's only one way to ride, and that's sliding and spinning," said Rossi, showing his mastery of 500cc riding to full effect. "It's big fun to ride a 500 like that, I like it a lot! My first lap was a nightmare because I missed second gear away from the grid, then when I caught Loris and Garry it was difficult to ride with Garry because his style is so different, it wasn't easy to get close enough to pass. Once I arrived in the lead I made four laps at a very good rhythm but the end of the race was still very hard."

Sepang has traditionally been a bad track for Honda—last year the brand didn't have one bike in the top five—but Rossi and the latest NSR500 changed all that. Indeed they haven't been beaten since the GP circus left Europe for three back-to-back "flyaway" races at the start of October. In recent weeks Rossi and his Honda have begun to work seamlessly together, following crucial setting adjustments carried out by his crew, led by Burgess. Whatever the circumstances, the youngster now seems able to continue adding to his burgeoning list of successes. His Sepang victory moved him to ninth in the all-time GP winners' list, equal with 1950s 500cc king John Surtees. And with one race still to go, at Rio de Janeiro, Rossi could take his season tally to 11 victories, equalling the number achieved by Giacomo Agostini in 1972, and putting him just one win behind record-holder Mick Doohan, who won 12 GPs in 1997. At 22-years-old, Rossi is not far from being a legend.

Once ahead at Sepang, Rossi quickly opened a four-second lead, leaving pole-sitter Capirossi and McCoy to engage in a frantic duel for second place, with Nakano joining in the fun

Start of the Malaysian 125cc Grand Prix, Toni Elias (24) leading Daniel Pedrosa (26), Youichi Ui (41), Lucio Cecchinello (9), Angel Nieto Jr. (29) and the rest of the field. Photo by Sports Photography.



rousing sideways style, comfortably beating Capirossi and McCoy for his 10th victory of 2001.

Seven days after securing the 500cc World Championship with a victory in Australia, Rossi could've been forgiven for taking things relatively easy, especially considering the stifling heat and humidity that makes racing a red-hot motorcycle such a hellish proposition at Sepang. But even a muffed getaway from second on the grid didn't cool his enthusiasm and he worked his way through from eighth to engage in a spirited tussle with early leaders Capirossi and McCoy, hitting the front just after half-distance. Rossi then broke the lap record twice to put the result beyond question, executing some glorious powerslides during whenever he could find an opening. The leading pack had been thinned out somewhat by Biaggi, who tried a wildly over-optimistic move on Roberts on lap four, sailing up the inside of the RGV rider, T-boning him and sending both men crashing to ground. Roberts had led the first few laps and seemed to be beginning his usual rearward progress until the wayward YZR ended his race.

"I was coming through a little too fast," explained Biaggi. "Kenny was going for his line and I ran into him. There's not much else to say except I'd like to give my apologies to Kenny."

Roberts was deeply disappointed. "That was the most comfortable I've

continued on page 38

continued from page 37

been with the bike and tires for a long while, and I wasn't having any trouble with the pace" he said. "I believe I could've got a rostrum finish. When I got knocked off Rossi had just passed me. He got into the turn a bit hot, and squaring it off, I thought I could get back underneath him again. But Max also got in a bit hot. I was in the right place but at the wrong time."

As Rossi pulled away out front, Capirossi and McCoy swapped back-and-forth, the Italian finally gaining the upper hand by setting his quickest lap on his final lap. Nakano briefly stole third from McCoy on that last lap, just 1.5 seconds covering the trio at the flag.

"The race was difficult for all of us and our tires," said Capirossi, whose result took him to within four points of second-overall Biaggi. "My rear was working very well all the way to the end, so I could do my fastest lap at the end."

McCoy led the mid-stages but however hard he tried he couldn't make the break. Using his hugely entertaining sideways style to the max, he didn't quite have the pace to match Capirossi at the end. "It's good to be on the podium because we've struggled to do that this year," said McCoy, who has missed five of the year's 15 races through injury. "It was a hard race because you really have to fight the bike here and that's tough in these conditions. I tried a couple of times to get a gap on the others but my pitboard always said 'plus zero' and then Valentino came past."

Nakano scored his best result since he took third at July's German GP. "I got badly shut out at the first corner," he said. "On the last lap I passed Garry twice but each time he took me straight back. I'm disappointed to miss the podium by so little but I'm happy with my race."

Tohru Ukawa rode another great race on his Repsol Honda after once again muffing his start, coming through from 14th to fifth, finishing well clear of teammate Alex Crivillé, Barros and Gibernau. McCoy's Red Bull partner Nori Haga was some way further back in ninth, well clear of a distinctly off-form Carlos Checa on the second Marlboro Yamaha.

There were a number of tumbles in the torrid conditions, Jacques and 500cc debutant Kurtis Roberts joining Biaggi and Kenny Roberts on the sidelines. Abe also crashed while challenging McCoy for second, the Japanese remounting to finish 13th, one place behind top V-Twin rider Anthony West on the Dee Cee Jeans Honda, who was well clear of Shell Advance Honda teamsters Brendan Clarke and Leon Haslam.

Katoh Destroys Competition, Takes 250cc World Championship

Taking his first World Championship by winning the Sepang 250cc race was not enough for Daijiro Katoh on the Movistar Honda, the Japanese ace wanted to destroy the opposition to prove his utter dominance of this year's 250cc scene. And that's exactly what he did, winning his 10th race of the year by 14.893 seconds, and setting a new 250cc lap record, 0.2-second faster than the previous record.

Katoh started the race from pole and was already making a break just a few corners into the race. "I knew Harada had problems in practice so I thought I'd have a good advantage in the race," said the new 250cc World Champion, who will graduate to the new-look MotoGP class in 2002, riding NSR500s. "I don't feel like World Champion yet. I'll probably celebrate by buying something, though my wife will probably be angry!"

Katoh's teammate Emilio Alzamora was going well in third place, chasing Tetsuya Harada and the MS Aprilia until losing the front through a slow right-hander on lap nine. The Spaniard, who had qualified a best-ever third, was unharmed in the fall.

Harada ended the day well beaten in second, just ahead of on-form Aprilia privateer Fonsi Nieto. Roberto Locatelli on another MS Aprilia was three seconds further down in fourth, well ahead of Jeremy McWilliams on yet another MS Aprilia. Katoh aside, ride of the race came from Aprilia privateer Robby Rolfo, who tumbled out of sixth in the early stages, then remounted to take 10th. Fittingly, it is Rolfo who is set to take over Katoh's 250cc ride next year.

Poggiali Gets Closer To 125cc Title As Ui Wins

Gilera's Manuel Poggiali put himself within reach of this year's 125cc World Championship with a great ride to second at Sepang, behind runaway winner Youichi Ui on the Derbi. The result left the 18-year-old Italian needing just four points from the season finale in Rio, after Sepang pole-sitter Toni Elias could only manage sixth in the Malaysian heat on his Honda.

Elias had started the race as the favorite while title-rival Poggiali had looked to be the man in trouble, qualifying on the wrong end of the second row. And though Elias was fast in the early stages, battling with Ui, he slipped back as Poggiali came on strong, riding superbly to come through from 13th on the first lap to join the pack battling for second.

After a brief skirmish with Elias and Gino Borsoi, Ui was able to escape his pursuers to build a 3.0-second lead at half-distance. At that point Poggiali had been homing in on Elias & Co., moving ahead of the Spaniard a lap later. There was nothing Elias, nor his teammate Daniel Pedrosa, could do but watch as Poggiali progressed to the front of the group. And with compatriot Lucio Cecchinello riding shotgun to protect his rear, Poggiali's points haul was secure.

"I got a bad start and that made a difficult race even harder for me," said Poggiali after his third successive runner-up finish. "Now I just need four points to win in Brazil, I'll just be out to win the title, that's all."

Ui's third win in succession makes him the only man who can beat Poggiali at Rio, Elias now out of the hunt, but he'll need to win with Poggiali finishing worst than 12th to snatch the title. Always the joker, 28-year-old Ui wondered allowed whether his title rival is really a teenager. "He's 18? I don't think so," he grinned at Poggiali. "Anyway I will do everything I can to win the race at Rio, and maybe the title will come, too." ***RW***

RESULTS

500cc FINAL (October 21) 1. Valentino Rossi, Italy (Hon NSR500), 44:46.652, 97.010 mph; 2. Loris Capirossi, Italy (Hon NSR500), 44:50.203; 3. Garry McCoy, Australia (Yam YZR500), 44:51.374; 4. Shinya Nakano, Japan (Yam YZR500), 44:51.657; 5. Tohru Ukawa, Japan (Hon NSR500), 44:55.459; 6. Alex Criville, Spain (Hon NSR500), 44:58.844; 7. Alex Barros, Brazil (Hon NSR500), 45:02.334; 8. Sete Gibernau, Spain (Suz RGV500), 45:05.424; 9. Noriyuki Haga, Japan (Yam YZR500), 45:13.664; 10. Carlos Checa, Spain (Yam YZR500), 45:15.481; 11. Jose Luis Cardoso, Spain (Yam YZR500), 45:15.659; 12. Anthony West, Australia (Hon NSR500V), 45:48.818; 13. Norick Abe, Japan (Yam YZR500), 46:07.187; 14. Brendan Clarke, Australia (Hon NSR500V), 46:51.107; 15. Leon Haslam, Great Britain (Hon NSR500V), 46:51.152; 16. Olivier Jacque, France (Yam YZR500), 12 laps, DNF, crashed; 17. Barry Veneman, Holland (Hon NSR500V), 7 laps, DNF, crashed; 18. Haruchika Aoki, Japan (Hon NSR500), 6 laps, DNF, retired; 19. Johan Stigefelt, Sweden (Sabre V4), 5 laps, DNF, entered pits; 20. Kenny Roberts, USA (Suz RGV500), 3 laps, DNF, crashed; 21. Max Biaggi, Italy (Yam YZR500), 3 laps, DNF, crashed; 22. Kurtis Roberts, USA (Proton KR), 2 laps, DNF, crashed. Race Distance, 21 laps, 72.398 miles; Race Time, 44 minutes, 46.652 seconds; Race Average Speed, 97.010 mph; Victory Margin, 3.551 seconds; Fastest Lap, Rossi, 2:06.618, 98.020 mph, Lap 13, new record.

500cc QUALIFYING: 1. Capirossi, 2:05.637, 98.785 mph; 2. Rossi, 2:05.712; 3. Biaggi, 2:05.842; 4. McCoy, 2:05.961; 5. Barros, 2:06.465; 6. Nakano, 2:06.489; 7. Jacque, 2:06.686; 8. Gibernau, 2:06.736; 9. Kenny Roberts, 2:06.755; 10. Abe, 2:06.877; 11. Criville, 2:06.984; 12. Ukawa, 2:07.055; 13. Checa, 2:07.751; 14. Haga, 2:07.796; 15. Jurgen van den Goorbergh, Holland (Proton KR), 2:08.547; 16. Aoki, 2:08.894; 17. Cardoso, 2:08.936; 18. Kurtis Roberts, 2:09.221; 19. West, 2:09.383; 20. Veneman, 2:11.695.

500cc WORLD CHAMPIONSHIP POINT STANDINGS (After 15 of 16 rounds, all 16 count): 1. Rossi, 300 points; 2. Biaggi, 203 points; 3. Capirossi, 199 points; 4. Barros, 169 points; 5. Nakano, 148 points; 6. Abe, 127 points; 7. Checa, 117 points; 8. Gibernau, 115 points; 9. Criville, 111 points; 10. Ukawa, 107 points; 11. Kenny Roberts, 97 points.

250cc FINAL (October 21): 1. Daijiro Katoh, Japan (Hon NSR250), 43:22.487, 95.379 mph; 2. Tetsuya Harada, Japan (Apr RSW250), 43:37.380; 3. Fonsi Nieto, Spain (Apr RSW250), 43:38.379; 4. Roberto Locatelli, Italy (Apr RSW250), 43:42.235; 5. Jeremy McWilliams, Great Britain (Apr RSW250), 43:58.354; 6. Franco Battaini, Italy (Apr RSV250), 44:08.851; 7. Naoki Matsudo, Japan (Yam TZ250), 44:08.895; 8. Alex Hofmann, Germany (Apr RSV250), 44:09.218; 9. Sylvain Guintoli, France (Apr RSV250), 44:19.000; 10. Roberto Rolfo, Italy (Apr RSV250), 44:21.401; 11. Marco Melandri, Italy (Apr RSW250), 44:22.788; 12. Randy DePuniet, France (Apr RSV250), 44:23.176; 13. Luca Boscoscuro, Italy (Apr RSV250), 44:32.217; 14. Alex Debon, Spain (Apr RSW250), 44:32.440; 15. David Checa, Spain (Hon RS250), 44:33.297; 16. David Tomas, Spain (Hon RS250), 44:33.334; 17. Riccardo Chiarello, Italy (Apr RSV250), 44:34.495; 18. Jay Vincent, Great Britain (Yam TZ250), 44:48.777; 19. Jeronimo Vidal, Spain (Apr RSV250), 44:52.585; 20. David De Gea, Spain (Yam TZ250), 44:59.748; 25. Katja Poensgen, Germany (Hon RS250), 9 laps, DNF, crashed; 26. Emilio Alzamora, Spain (Hon NSR250), 8 laps, DNF, crashed; 28. Shahrol Yuzy, Malaysia (Yam TZ250), 2 laps, DNF, crashed. Race Distance, 20 laps, 68.951 miles; Race Time, 43 minutes, 22.487 seconds; Race Average Speed, 95.379 mph; Victory Margin, 14.893 seconds; Fastest Lap, Katoh, 2:08.920, 96.269 mph, Lap 2, new record.

250cc QUALIFYING: 1. Katoh, 2:08.151, 96.847 mph; 2. Nieto, 2:09.024; 3. Alzamora, 2:09.358; 4. Rolfo, 2:09.531; 5. DePuniet, 2:09.697; 6. Harada, 2:09.699; 7. Locatelli, 2:09.813; 8. Melandri, 2:09.872; 9. McWilliams, 2:09.901; 10. Yuzy, 2:10.348; 11. Hofmann, 2:10.413; 12. Matsudo, 2:10.634; 13. Battaini, 2:10.719; 14. Guintoli, 2:11.053; 15. Boscoscuro, 2:11.290; 16. Chiarello, 2:11.294; 17. Debon, 2:11.552; 18. Checa, 2:11.700; 19. Lorenzo Lanzi, Italy (Apr RSV250), 2:11.709; 20. Sebastian Porto, Argentina (Yam TZ250), 2:11.793; 27. Poensgen, 2:14.568.

250cc WORLD CHAMPIONSHIP POINT STANDINGS (After 15 of 16 rounds, all 16 count): 1. Katoh, 297 points; 2. Harada, 263 points; 3. Melandri, 174 points; 4. Rolfo, 169 points; 5. Nieto, 154 points; 6. McWilliams, 130 points; 7. Alzamora, 127 points; 8. Locatelli, 118 points; 9. Matsudo, 105 points; 10. Battaini, 69 points.

125cc FINAL (October 21): 1. Youichi Ui, Japan (Derbi), 43:21.269, 90.652 mph; 2. Manuel Poggiali, Republic of San Marino (Gilera), 43:23.347; 3. Lucio Cecchinello, Italy (Apr RS125R), 43:23.465; 4. Daniel Pedrosa, Spain (Hon RS125), 43:24.430; 5. Gino Borsoi, Italy (Apr RS125R), 43:25.256; 6. Toni Elias, Spain (Hon RS125), 43:25.534; 7. Arnaud Vincent, France (Hon RS125), 43:25.737; 8. Masao Azuma, Japan (Hon RS125), 43:26.392; 9. Mirko Giansanti, Italy (Hon RS125), 43:51.295; 10. Max Sabbatini, Italy (Apr RS125R), 43:51.561; 11. Noboru Ueda, Japan (TSR-Hon RS125), 43:51.686; 12. Joan Olive, Spain (Hon RS125), 43:51.953; 13. Stefano Perugini, Italy (Italjet), 43:52.129; 14. Alex De Angelis, Italy (Hon RS125), 43:52.702; 15. Jaroslav Hules, Czech Republic (Hon RS125), 43:53.071; 16. Simone Sanna, Italy (Apr RS125R), 43:54.675; 17. Angel Rodriguez, Spain (Apr RS125R), 43:57.431; 18. Raul Jara, Spain (Apr RS125R), 43:57.811; 19. Gaspare Caffiero, Italy (Apr RS125R), 43:58.517; 20. Gabor Talmacsi, Hungary (Hon RS125), 44:02.833; 24. Angel Nieto Jr., Spain (Hon RS125), 17 laps, DNF, crashed; 27. Steve Jenkner, Germany (Apr RS125R), 0 laps, DNF, crashed. Race Distance, 19 laps, 65.503 miles; Race Time, 43 minutes, 21.269 seconds; Race Average Speed, 90.652 mph; Victory Margin, 2.078 seconds; Fastest Lap, Ui, 2:14.961, 91.960 mph, Lap 7, new record.

125cc QUALIFYING: 1. Elias, 2:15.358, 91.691 mph; 2. Ui, 2:15.516; 3. Cecchinello, 2:15.615; 4. Pedrosa, 2:15.683; 5. Borsoi, 2:15.981; 6. A. Nieto, 2:16.054; 7. Sabbatani, 2:16.164; 8. Poggiali, 2:16.165; 9. Sanna, 2:16.533; 10. Azuma, 2:16.558; 11. Vincent, 2:16.706; 12. Hules, 2:16.759; 13. Ueda, 2:16.793; 14. Olive, 2:17.113; 15. A. DeAngelis, 2:17.213; 16. Giansanti, 2:17.228; 17. Jakub Smrz, Czech Republic (Hon RS125), 2:17.360; 18. Pablo Nieto, Spain (Derbi), 2:17.519; 19. Talmacsi, 2:17.537; 20. Jarno Mueller, Germany (Hon RS125), 2:17.541.

125cc WORLD CHAMPIONSHIP POINT STANDINGS (After 15 of 16 rounds, all 16 count): 1. Poggiali, 230 points; 2. Ui, 207 points; 3. Elias, 204 points; 4. Cecchinello, 156 points; 5. Azuma, 133 points; 6. Borsoi, 130 points; 7. Sanna, 105 points; 8. Pedrosa, 100 points; 9. Jenkner, 94 points; 10. Ueda, 91 points.

By Mat Oxley

Rossi Loves His NSR500

Valentino Rossi may have been crowned the last-ever 500cc World Champion the previous weekend in Australia but he was keener than ever to get in some miles on his NSR500s at Sepang, the last-but-one GP before 500s face extinction.

Rossi has mixed feelings about the move to four-strokes because he's gained a huge love of riding 500s. "I have just two more GPs in which to have ridden a real bike," he muttered before practice began at Sepang.

But while the Italian doesn't believe Honda's new four-stroke RC211V will be as much fun to ride as a razor-edge NSR500, he is unlikely to have little choice in the matter when it comes to deciding his equipment for 2002. There's no way that Honda officials are going to allow their golden boy to ride an "outdated" two-stroke instead of their exotic new V5 four-stroke. Nevertheless, Rossi is still hoping against hope. "We have some tests arranged during November with the RCV because I've only ridden the bike for eight laps in the wet at Suzuka, so it would be crazy for me to say I'll race it after so little experience," Rossi said.

Pons Keeps Capirossi And Barros

Loris Capirossi and Alex Barros have both re-signed with Sito Pons' West Honda team, ending speculation that one or both of them might join Aprilia's new four-stroke GP project.

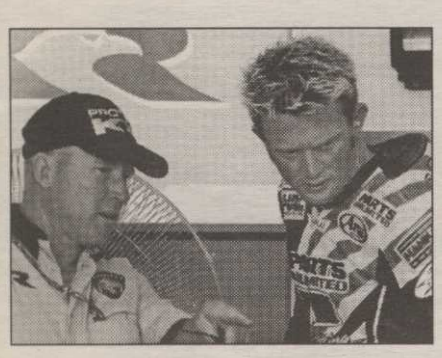
The Italian and the Brazilian, who currently lie third and fourth in this year's 500cc World Championship, had both been courted by the Italian factory, which has a four-stroke GP bike that is still something of a mystery. According to inside sources, the bike is nowhere near completion. Rumors suggest that it will use a three-cylinder engine.

Aprilia's rider options seem limited, to say the least. Company officials

have been talking to former 500cc World Champion Alex Criville for some while, and they are also considering 500cc and Superbike winner Régis Laconi.

Barros, who's won three GPs for the Pons team since 1999, has inked a two-year deal. "I'm happy because HRC have guaranteed us the very latest NSR500s for next season," Barros said. "And I'll also stick with the same technical crew around me, which is very important to me because I feel comfortable working with them."

The longest-serving GP rider, Barros started his 193rd Grand Prix at Sepang and also celebrated his 31st birthday.



Three-time 500cc World Champion Kenny Roberts (left) gives his son Kurtis some advice on riding the Proton KR3 at Sepang. Photo by Sports Photography.

Kurtis Roberts' Troubled 500cc Debut

Kurtis Roberts, second-born son of King Kenny Roberts, made a red-faced entry into the 500cc Grand Prix arena at Sepang. The American failed to complete one lap of the opening qualifying session before crashing his dad's Proton KR3 at the track's final hairpin. It seems Roberts was caught out by the bike's carbon brakes.

Just a day before, Roberts had been looking forward to his 500cc debut with some confidence, following a mostly wet shakedown test at nearby Shah Alam. "My father's been talking to me about the bike—and he scared the life out of me," said the 22-year-old after the test on the eve of the GP. "It was a pleasant surprise when I first rode it, it's just not as brutal as expected."

Things changed for Roberts on the first day of official practice. After a damp morning session, when he used iron brakes, he went out to qualify while running carbons for the first time. Carbons don't work when they are cold but they work very, very well when they get hot. Roberts apparently made the usual mistake of a carbon virgin: He went for the brakes on his first lap, nothing happened, so he squeezed harder, and the moment the discs reached full operating temperature, they locked the front tire and down he went.

The bike was badly damaged and Roberts didn't get to ride it again until Saturday, when morning practice was again spoiled by a damp track. In the afternoon's final qualifying session he was 18th-fastest but tumbled again in the race.

"I went into turn one in the same way and at the same speed I have

continued on page 40

TIGER ANGEL®

express yourself design your clothing online

Australia's finest Leathers and GORE-TEX® motorcycle clothing can now be customised on the web!

www.tigerangel.com

Tiger Angel Pty. Ltd. 19~27 Ireland St.
West Melbourne VIC 3003 AUSTRALIA
Tel: +61 3 9326 5836 Fax: +61 3 9326 8503
Email: info@tigerangel.com.au

Or call for a free colour catalogue

continued from page 39

all weekend, well maybe one or two Ks faster than the lap before, when the front tucked," he said. "It was down to a lack of set-up time, and maybe a little because of the full tank. I use a lot of front, and this time it let go."

Roberts last raced in GPs in 1997, when he had a point-less debut season in the 250cc class, riding private Hondas and Aprilias. He returned to the States after that, winning both

Kurtis Roberts (80) crashed the Proton KR3 twice at Sepang, once in qualifying and again in the race. Photo by Sports Photography.

the AMA 600cc Supersport and Formula Xtreme titles in 2000. This season he rode his first Superbike campaign, riding factory Honda RC51s to ninth overall. Honda America released him from his contract to allow his one-off ride in Malaysia.

"This was a chance to give Kurtis some 500-class experience, and maybe one of the last chances for him to race a two-stroke," said King Kenny Roberts, the three-time 500cc World Champion.

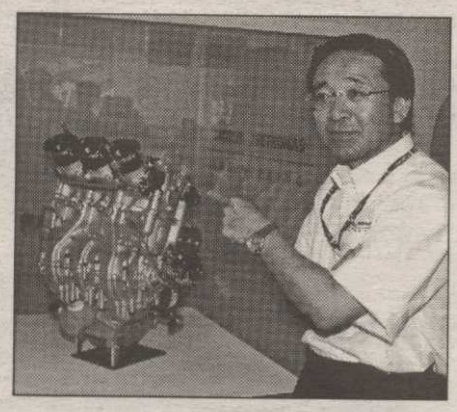
Full-time Proton teammate Jurgen van den Goorbergh completed a miserable weekend for King Kenny, taking a nasty tumble during final qualifying. The 31-year-old Dutchman was knocked unconscious in the fall and was helicoptered to a hospital in Kuala Lumpur for observation. "I don't remember the crash at all, the first thing I remember is being in hospital," he said.

Sepang was the first race van den Goorbergh has missed since 1993 and he could hardly have chosen a worse race to exit, since the Proton KR team is backed by Malaysian car manufacturer Proton.

Sauber Seen At Sepang

Sauber's new four-stroke Grand Prix engine made a booming debut at Sepang, though with its future still clouded in uncertainty. The 990cc Triple appeared with great fanfare, wrapped in a Harris test-bed chassis, and completed two laps with former British Superbike rider and 500cc GP veteran Niall Mackenzie on board.

Mackenzie and the Petronas Sauber crew stayed on to test at Shah Alam after the GP, evaluating the latest version of the motor. "The engine we ran here was only allowed to go to 13,000, although it wanted to go much further," Mackenzie said. "We'll have another motor, which will go to 15,000 for the Shah Alam tests. The whole thing feels totally different from a Superbike. The



Sauber designer Osamu Goto poses with the company's four-stroke GP engine, at Sepang. Photo by Sports Photography.

engine feels very easygoing and it carburetes well and there's no problems with engine braking, it's really smooth on the overrun, even though it doesn't have a slipper clutch yet."

The engine was designed by famed car engine designer Osamu Goto, so perhaps the complex starting procedure should come as no surprise. Seven technicians are required to start the bike. Internal tolerances are so tight that water is run through the pressurized cooling system to warm the motor, then a roller starter is rammed against the real wheel, turning over the engine in sixth gear to bring oil pressure up to the required level. Only then is the ignition switched on and the engine started.

All this may be for nothing, though, if Petronas Sauber cannot find a team to run the engine in four-stroke GPs. If none can be found for 2002, the company will continue testing, with a view to attacking the 2003 series.

Dunlop's GP Return

American-owned Dunlop is getting back into big-bike GPs in a big way next year. The tire company recently agreed terms to supply Daijiro Katoh with tires for his debut season in the newly tagged MotoGP class, which pits the existing 500cc two-strokes against a new breed of 990cc prototype four-strokes.

Now the Dunlop men are deep in negotiations with the Red Bull Yamaha team, which is considering returning to Dunlop after dumping the brand for Michelin at the end of 1998. The Austrian-based squad, likely to have Garry McCoy and John Hopkins riding for next year, won its maiden GP success with Dunlop, when Simon Crafar beat Mick Doohan in the 1998 British Grand Prix. And the Aprilia factory team is also likely to run Dunlops if the Italian manufacturer gets its GP four-stroke together for 2002.

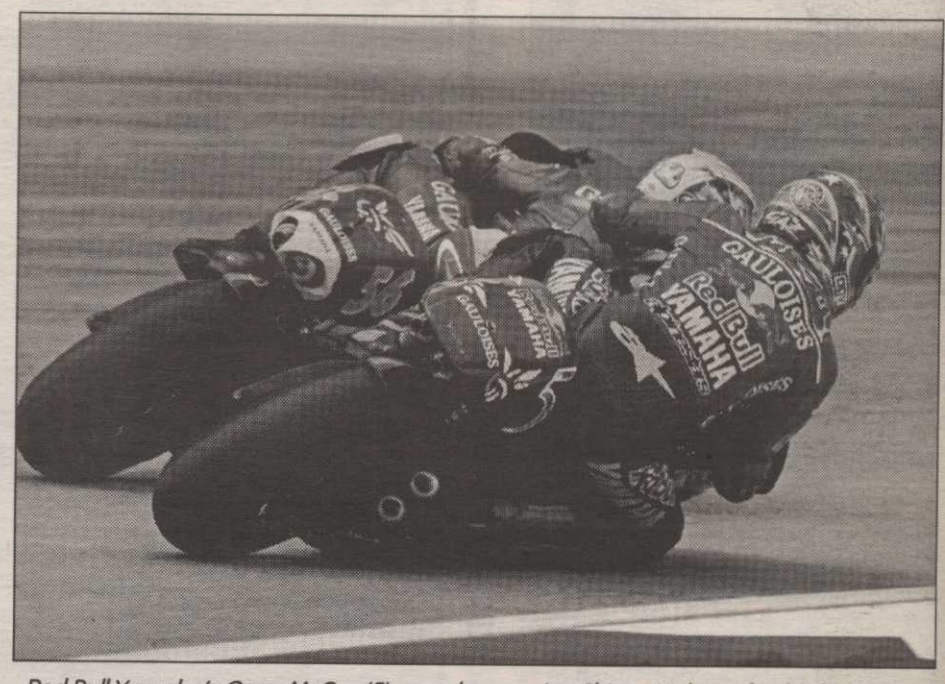
Dunlop's last 500cc win was Crafar's 1998 Donington success and the brand last won the 500cc World Championship in 1993, with Wayne Rainey.

McCoy Drags His Elbow In Malaysia

Elbow scraping went out of GP fashion when French 250cc wild-man Jean-Philippe Ruggia quit racing a few years back, but Garry McCoy did manage to get his elbow down at Sepang. The sideways Red Bull Yamaha star touched his arm on the deck while saving a front-end slide during practice.

Wild Exit Ride For Jamieson

Hamish Jamieson, Garry McCoy's chief engineer, arrived at Sepang still excited about the ride he'd taken behind former 500cc winner Randy Mamola at Phillip Island. Hamish was offered the ride as a retirement present from the Red Bull Yamaha team, which he is leaving at the end of this season to take a rest from GPs. Despite 20 years working in bike racing, including spells with 1993 500cc World Champion Kevin Schwantz, 1995 runner-up Daryl Beattie and now McCoy, the affable Scot was gobsmacked by his two laps behind Mamola on the Marlboro Yamaha YZR500 twin-seater.



Red Bull Yamaha's Garry McCoy (5), seen here racing Shinya Nakano for third at Sepang, could be on Dunlop tires next year. Photo by Sports Photography.

Before ramming Kenny Roberts out of the 500cc race in Malaysia, Max Biaggi posed with girls in native dress. Photo by Sports Photography.

"Randy tested the brakes on the way to turn one and just that was enough to make me want to stop and get off," said Jamieson. "Us guys on this side of the pit wall just have no idea what these bikes are like. I couldn't believe the amount of G-force you carry, even once you're off the brakes and into the turns, there's so much G that I wasn't sure where it was coming from."

Red Bull Yamaha secured the ride by donating $1000 to the Riders For Health charity.

No More Two-stroke 250s?

The 250cc class could be axed from GPs and replaced by full-on 600s, following the general shift from two-stroke to four-stroke racing. Latest rumors suggest that this new class will feature highly tuned 600cc street motors, housed in full-race chassis.

Such a class is slated to run in next year's Spanish Championship Series and the format could eventually replace 250cc GPs if successful. The interest in 600s isn't only because of GP racing culture's shift to four-stroke power, but because such a category could also give riders an ideal intro into the big four-stroke GP class. **RW**

AARON GOBERT

MAN ON THE MOVE

"Hello,
my name is Aaron
and this is
my Victory Ad.
Thankyouverymuch."

YAMAHA

**"Wild, exhilarating, and extremely fast-paced!
A breakout performance by Gobert!"**

-The Alton Daily Dabbler

YAMAHA MOTOR CORP., USA In Association With GRAVES MOTORSPORTS & WICKED SLIDER PRODUCTIONS
Present A ROUND 11 WIN At VIRGINIA INTERNATIONAL RACEWAY In The LOCKHART-PHILLIPS USA FORMULA XTREME FINAL Starring AARON GOBERT and the YZF-R1
Co-Producers GYT-R & DUNLOP Costumes Designed By ALPINESTARS & AGV Music By RODNEY RAYBORNE, JEFF CARTER & JEFF MYERS Edited By MARC LAMBERT
Travel Arrangements By JON ROSENSTIEL Production Designer TOM HALVERSON Director of Photography BRIAN J. NELSON
Produced By YAMAHA MOTOR CORP. Directed By CHUCK GRAVES

Congratulations to 2001 AMA Formula Xtreme Champion John Hopkins.

Professional rider depicted on a closed course. Dress properly for your ride with a helmet, eye protection, long sleeved shirt, long trousers, gloves and boots. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For further information regarding the MSF rider course, please call 1-800-446-9227. Do not drink and ride. It is illegal and dangerous. ©2001 Yamaha Motor Corporation, U.S.A. (Cypress, CA 90630).
For the Yamaha dealer nearest you call: 1-800-88-YAMAHA. Visit our website at www.yamaha-motor.com.

Xaus And Laconi Win At Imola

By Glenn LeSanto

Ruben Xaus (11) won the first World Superbike race at Imola. Here, Troy Corser (3) pursues as the pair work through lapped traffic late in the race. Photo by Sports Photography.

Troy Bayliss was relaxed at the Superbike World Championship finale, at Imola. Bayliss had wrapped the championship up at the last round. Now he was on the front row for the start of the last race of the season, already had a contract and a ride for 2002, and had nothing left to prove. "I won't be riding above myself tomorrow," said Bayliss on Saturday after Superpole. "You only need to do that when you really have to."

Then on Sunday in race one Bayliss proved that even the best laid plans go straight out the window when the racing starts. The result for Bayliss was a trip to the hospital to have his broken collarbone seen to. Bayliss also took innocent Régis Laconi out and into the dirt with him. That left Bayliss' teammate Ruben Xaus clear to win race one, while Laconi bounced back to win race two. Xaus is Spanish and Laconi is French, making two European winners on the day in Superbike for only the second time this year. The first time was at Donington in May when Pierfrancesco Chili and Neil Hodgson shared the wins.

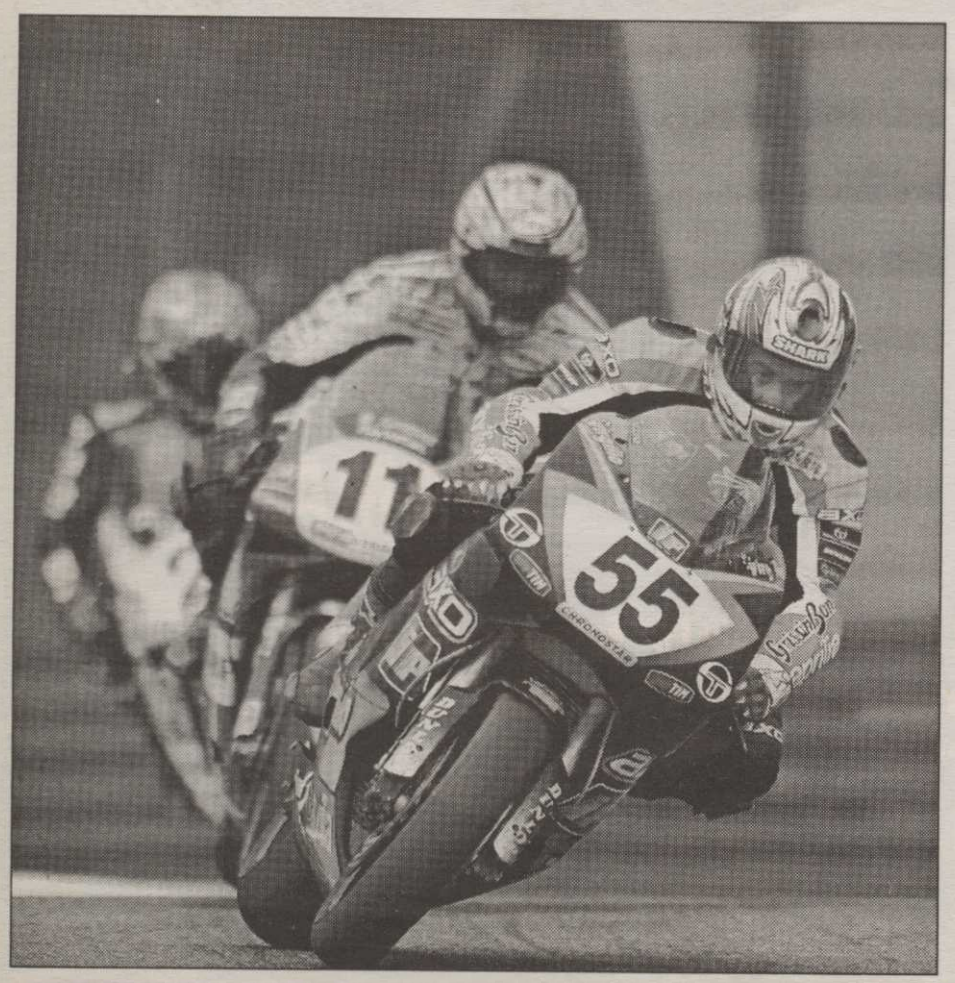
American Ben Bostrom was determined to finish the season on the podium. After five straight wins, set-up and tire problems held him back in Germany and Holland to end his run. Now the Californian was hungry for a win at the last round in Imola. "I'm going all-out for a win," said Bostrom before the weekend began.

Bostrom was fastest in Friday morning's free practice and kept his momentum going in the afternoon. He held off a strong challenge from on-form Xaus by using the racer's oldest, but still best, weapon—he rode faster laps! The two Ducati riders, who are both confirmed to ride again for the factory in 2002, jostled for provisional pole in the final minutes of the round. Xaus looked to have clinched it, but then Bostrom dug deep and grabbed back provisional pole with a time of 1:49.218. Xaus held onto second, lapping at 1:49.369.

On Saturday, Troy Corser came from nowhere to top Superpole. Corser had been back in provisional 12th after Saturday's timed qualifying but some set-up changes worked well enough for him to head the grid on Sunday. "We made some radical changes for the final free practice session," explained Corser. "We turned the machine on its end and it made all the difference. I felt really comfortable on the bike for Superpole and just kept my head, kept it smooth – exactly what you need to do for a good Superpole lap." Corser admitted that a good result in Sunday's race was crucial for him. "My job probably depends upon it!" Corser quipped. "But apart from that, we're in Italy, I'm riding an Italian bike and for Aprilia's sake we need a good finish here."

Bostrom slipped back to the second row, with Laconi, Bayliss and Colin Edwards joining Corser on the front row. Xaus crashed in the final turn, sending himself to the back of the second row under Superpole rules. Akira Yanagawa was absent from Superpole after crashing heavily on his first lap in Saturday's final qualifying. The Japanese Kawasaki star suffered a severe concussion in the fall and was unable to start Sunday's races.

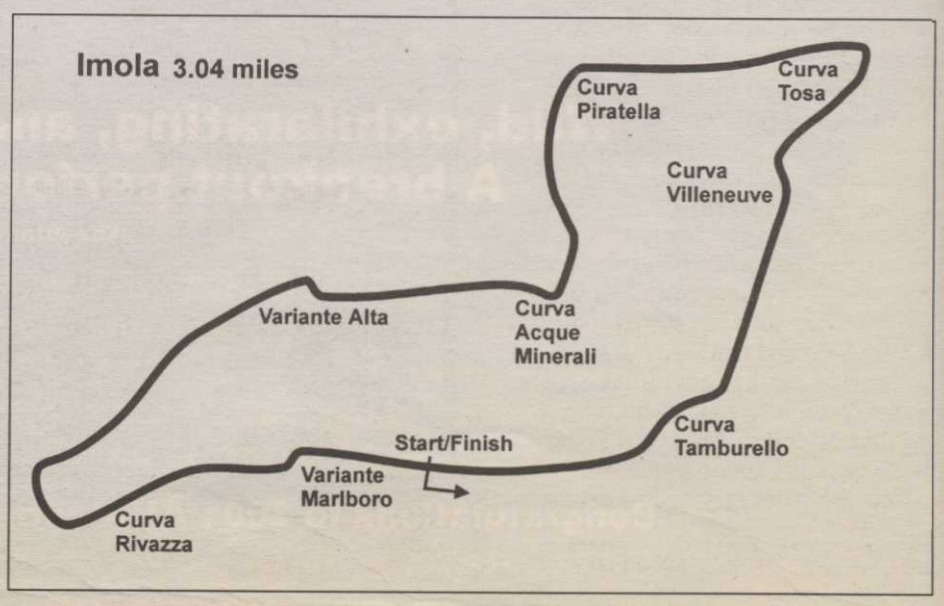
It was at the Superpole press conference that Bayliss assured his family, friends and the gathered press that he wouldn't "be riding above myself." How he must have wished he had stuck to that plan as they lifted him into the ambulance after his race-one incident!



Régis Laconi (55) leads Ruben Xaus (11) and Troy Bayliss in the first race at Imola. Xaus won while Bayliss crashed and took Laconi with him. Photo by Sports Photography.

Race One

The fine weather of Friday and Saturday had disappeared by Sunday, and



there was a chance of rain as the riders filed out for the morning warm-up. But the rain held off and the day proceeded in overcast but dry conditions.

New World Champion Bayliss got the holeshot to begin what was definitely one of the best races of a brilliant season. Bayliss tried to make an early break but Bostrom and Xaus had other ideas and held on grimly as the Australian punished his tires early in the race. Laconi soon had his Aprilia in touch with the lead three to make it a pack of four. They began to scrap for the lead which must have helped Edwards, who was catching the four fast, lap-record-fast in fact—he recorded a new WSB lap record for Imola on lap three with a time of 1:49.708.

Bayliss clung onto the lead for five laps but then succumbed to enormous pressure from Xaus, who nipped into the lead at the first chicane, only for Bayliss to charge back in front almost immediately. But Xaus wasn't taking no for an answer and a few corners later he was in front again. Bayliss was well and truly mugged and found himself back in fourth for a moment, before overhauling Bostrom again to move into third.

Despite his pre-race promise, the racer in Bayliss saw him mixing it up hard with Laconi as they battled for second place behind Xaus. The Spaniard Xaus, who has swapped crashing for winning in the season's final stages, was taking no prisoners. But neither were Laconi or Bayliss, the three involved in a dust-up of epic proportions as Bostrom faded back to be caught by Edwards and Corser, who had been trying to close up on the lead group.

There was little to choose between Xaus, Bayliss or Laconi, all three were riding aggressively and skillfully—but all three looked very loose as they wrestled their V-Twins around the historic Imola circuit. But when Bayliss kept the power on too hard for too long on the exit of the Rivazza curve on the penultimate lap everything changed. The new World Champion had been spinning his rear tire across the rumblestrip curbing on the exit of the turn most of the race, and it all looked pretty awesome as he backed the 996 out of the turn lap-after-lap.

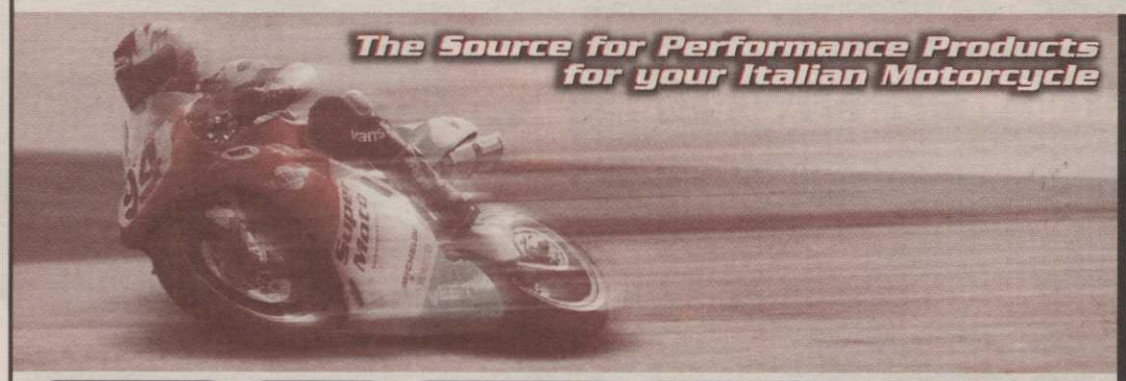
But this time he slid too far and the rear tire found the grass and dirt on the wrong side of the rumblestrip. His Ducati got crossed up, right in front of Laconi, who was just inches behind the charging, sliding Bayliss. Laconi saw the trouble coming and tried to cut inside but he couldn't avoid the Ducati as it slid, gripped and flipped up in front of him. Bayliss got a broken collarbone for forgetting his post-superpole promise to stay cool, but Laconi embraced the wounded Champion to show he harbored no hard feelings.

Xaus had no idea the pair had crashed behind him. He kept the throttle pinned for a heart-stopping final lap. Team boss Davide Tardozzi must have been having heart palpitations as he saw Xaus wrestle the crossed up Ducati back in line a couple of times during the lap. But Xaus stayed onboard for a well-earned win.

Several racing journalists commented that Xaus, who has been receiving close attention from Carl Fogarty this season, is looking much like Fogarty on the bike. His body-language

continued on page 44

SuperMoto International



OFFICIAL DISTRIBUTOR AND IMPORTER IN THE U.S.A. AND CANADA

BUCCI TECNOLOGIA ITALIANA

HI-TECH By Carbon Dream

VEE TWO AUSTRALIA

AVAILABLE AT YOUR FAVORITE DEALER OR SPEED SHOP

HI-TECH By Carbon Dream
The Finest Carbon Fiber Available Today

SuperMoto INTERNATIONAL
815 Middle Country Road
St. James • NY • 11780
T: 631.584.4347 F: 631.584.4341
Visit our website: www.supermoto.com

Corse™

ARROW

FOR SERIOUS PERFORMERS

CHAMPIONS DEMAND THE BEST!

Could your ride use a little calming influence? WP's all new WP 1508 Steering Damper is just what the doctor ordered. The 1508 offers a wide range of applications and adjustment settings for sportbikes and cruisers, both new and old.

WP 1508 STEERING DAMPER

UNIVERSAL APPLICATION *- Designed to fit any year, make or model.*

COMPACT DESIGN *- 60/75/90/150mm stroke lengths available.*

VERSATILE *- Extremely wide range of damping adjustment settings allows users to dial this unit to suit unique performance requirements regardless of bike, riding style or surface conditions.*

suspension WP

WP is a division of KTM Sportmotorcycle USA, Inc.

WP SUSPENSION PRODUCTS ARE DISTRIBUTED BY THESE FINE COMPANIES

A&A RACING SERVICE *650.654.1669 CA* / ***CSR SUSPENSION SERVICE*** *812.346.8620 IN*
CT SUSPENSION WORKS *972.230.1870 TX* / ***FACTORY CONNECTION*** *800.221.7560 NH*
J & M RACING PRODUCTS *301.349.2259 MD* / ***LINDEMANN ENGINEERING*** *408.371.6151 CA*
MARRIETTA MOTORSPORTS *770.425.5252 GA* / ***MX TECH*** *815.936.6277 IL*
WHITE BROTHERS *714.692.3404 CA* / ***WORKS ENDURO RIDER*** *908.637.6385 NJ*

because you're not an

armadillo

Knox the originator of CE approved body and back protectors bring you the **KC2000 Race**. Made from Traumalite, which is exclusive to Knox, with spine, shoulder, kidney and back protection.

Extra length for racers to protect the base of the spine. Available in 5 sizes.

Why compromise?
Your back won't thank you if you do.
As tested by Road Racing World.

KNOX

The original the best
Made in England

Knox back protectors are exclusively imported to the USA by **Teknic**, view the Teknic brochure on the web at **www.teknicgear.com**, or for a free brochure by mail contact Specialty Sports Limited,
Tel: 616-866-3722

continued from page 43

has much of Fogarty's style about it, as does his ability to survive a tough on-track fight and to ride a bike beyond its apparent limits.

Corser and Edwards inherited the final two podium places after the Bayliss/Laconi incident. The pair were around four seconds behind the leaders when the crash happened on lap 20 of the 21-lap race.

"I don't have eyes in the back of my head," said Xaus after the race, when a journalist asked him if he had seen the Bayliss crash.

Race Two

Bayliss wasn't in any condition to start race two, but Laconi showed he's made of tough stuff by bouncing back to take a hard-fought win ahead of Xaus and Tadayuki Okada on a Honda. Okada has gotten to grips with the Honda Superbike in the last few rounds, and he had the advantage of having already raced at Imola in GPs. Frenchman Laconi had also raced at Imola as a GP rider, and he used every inch of his experience and plenty of aggression to hold off Xaus as the pair battled for first. The Spaniard attacked for the lead several times, and the pair fought for the same braking spot time and time again.

Laconi had the lead late in the race and defended it with a mix of blocking lines and sheer speed. He knew hard-riding Xaus would try anything to pass and he did, but Laconi had the door firmly shut each time, ending the challenge. Xaus had already demonstrated that he could overtake in places where no ordinary rider would attempt a pass, such as through the difficult Aqua Minerali complex. But in the end Laconi was just too fast for him. Laconi on the Aprilia RSV seemed to be able to accelerate just that little bit harder out of the two tight chicanes and the slower corner exits. This combined with the Aprilia's top speed to keep Xaus frustrated in second, making the Spaniard work hard even to get a chance to challenge. Xaus' Ducati had been recording the highest top speeds—265 kph, or 165 mph—all weekend, but when it mattered, during the race, Laconi's top speed was higher, 263.4 kph to 262.1 kph for Xaus. Not much of a difference, but enough to enable Laconi to snatch his first-ever WSB win. The delighted Frenchman burst into tears of joy as he dismounted in parc ferme to be mobbed by his Aprilia crew. A gap of only 0.012-second at the end of the race showed just how close the battle for the lead had been.

Okada had been catching the pair after a slow start, but ran out of laps and had to settle for third. He was only 0.844-second back at the flag and with one more lap he could have been dicing with Xaus and Laconi. Bostrom had dropped back to fourth, finishing 15 seconds behind race winner Laconi. Edwards was another victim of someone else's accident when he ran straight on at a turn to avoid Corser's somersaulting motorcycle. Corser had crashed at the previous turn and his machine had rejoined the race minus its rider. Edwards heard the noise and looked over his shoulder to see a tumbling Aprilia about to occupy his racing line. He ran straight into the gravel and crashed at low speed. Edwards' bike was damaged and he was forced to retire one lap later. Edwards had already suffered machine damage earlier in the race, his screen smashed by stones flying from Xaus' rear wheel when the Spaniard took to the dirt apron after running wide out of a turn.

Okada can be counted as a fan of the endangered World Superbike series if his after-race comments are anything to go by. "I've enjoyed racing WSB," Okada said. "The Superbike paddock is a very friendly place."

Despite Laconi's win, he wasn't able to confirm his plans for 2002. "I cannot say anything about 2002 yet," admitted Laconi. "I've done my best today and things are going really well for me now. I hope we can all work together again, the Aprilia is very fast and I'd love to ride it again in 2002."

Imola was the last race of the season, although the teams have already started preparing for 2002 and testing was scheduled to start in a matter of days for some teams. The series is said to be in crisis but the quality of racing at Imola was top dollar, the best in Superbike action. How long the show can stay together is a big, unanswered question. With race budgets likely to be stretched pretty tight in the next few years expect MotoGP to get the lion's share of the factory cash. Local importers and big private teams may end up running some kind of more-production-oriented version of today's World Superbike show.

Régis Laconi (55) leads Ruben Xaus (11) and Colin Edwards (1) early in the second race at Imola. Laconi beat Xaus and Edwards DNF. Photo by Sports Photography.

An ecstatic Régis Laconi celebrates on the podium after the second Superbike race at Imola, flanked by Ruben Xaus (left) and Tadayuki Okada (right). Photo by Sports Photography.

Pitt Takes World Supersport Title As Casoli Tumbles

Fabien Foret scored a brilliant win in a controversial Supersport race at Imola. Foret battled hard with James Whitham and Karl Muggeridge to clinch his second win of the season. Andrew Pitt played safe in fourth to take the Supersport World Championship while Paolo Casoli's third-corner crash saw his season end in acrimony.

The race was marred with controversy after Championship contender Casoli collided with Muggeridge in the third turn on the first lap. The incident possibly cost Casoli the World Championship. Unlike Casoli, Pitt was happy to forgo a visit to the podium. The Australian preferred the relative safety of a fourth-place finish secure in the knowledge that, with Casoli down and challenger Jorg Teuchert struggling, the title could be won sensibly—if not sensationally—from there.

After the race Casoli complained bitterly to journalists, claiming that, in his opinion, Muggeridge had ridden dangerously and suggesting that the Australian had deliberately collided with him to ruin his Championship chances and aid those of fellow Australian Pitt. Teuchert, the only other rider with a chance of clinching the title, finished back in seventh. Race Director Robert Nosetto declared it "a racing incident" after reviewing video evidence.

Where the blame lies has little bearing on the one important question that arose from the incident, which is; "What the hell was Casoli doing jousting for an early lead with Muggeridge?" Casoli only needed to finish 10th to wrap up the title. Muggeridge needed a win to show team managers he is worth a signature on a new contract—as his tenure with Suzuki looked finished. Casoli had even been warned prior to the race to specifically avoid tangling with Muggeridge on Sunday. Instead Casoli was left forlornly holding up his leathers and showing black marks from Muggeridge's Dunlop tires to the press.

Pitt won the title without actually winning a race.

Foret dived into the lead on lap 12, passing Muggeridge, Jamie Whitham and Pitt in one lap. After the race he claimed he'd been cooling it for a few laps, conserving his tires for a final push. It's a tactic Foret has used in previous races.

The front three were covered by less than a second for lap-after-lap. Eventually, Foret made his lead count and managed to break from his pursuers, Muggeridge and Whitham. To help the Frenchman's charge, the pair tripped each other up in the closing laps. Then Whitham made a mistake on the penultimate lap, which cost him any chance he had of clinching the win. On the last lap exiting Piratella Whitham gave his Yamaha YZF-R6 too much throttle, lost grip at the rear and almost highsided. Whitham flew into the air and had time to contemplate a painful landing, before landing back in the seat and smashing the screen with his chest as he came down. "I was minding my own business, then next minute

I was lying on my screen thinking I'm gonna die!" said Whitham of the incident. Amazingly, he stayed upright, even as he ran onto the grass. He recovered to finish third behind Muggeridge and Foret.

While Casoli lamented what he'd lost, Pitt looked bewildered at his win. "I'm still in a bit of shock at the moment," he said after the race. "Throughout the race it was hard to concentrate after I had seen Casoli crash, but I put my head down and went as hard as I could."

Pitt's Championship was in question for a while after the disgruntled Yamaha squad threw in a technical protest; one source claimed that Yamaha had objected that the valve train on Pitt's ZX-R6 was illegal. They also claimed that the polished frame contravened regulations. Race officials threw out the protest and Pitt's victory stood.

"Unfortunately there was a little bit of bad sportsmanship at the end when Yamaha protested," said former GP rider Harald Eckl, who runs the Kawasaki team. Another Kawasaki insider explained that the frame was stripped of its normal painted finish to ensure that technicians can easily see any cracks that might appear in the chassis, "it looks nice but there's no way it makes any difference on the track!" he claimed.

Meanwhile, Foret celebrated his second win of the season, oblivious to the politics and back-biting going on elsewhere in the paddock. "Some people have made the mistake of seeing Foret as a great qualifier who can't win races," said Ten Kate Honda Manager Ronald Ten Kate, "but he's proved today he's also a great racer." Foret, alone on Pirelli tires in the lead group, rode very aggressively for the victory and once he got the lead, didn't let go of it. He didn't bother to defend his lead, he just rode as fast as he could. "I was pushing so hard," explained Foret, "I thought I was going to crash at any minute! But I had held back earlier in the race and conserved my tires, I was able to hold it together and ride really hard at the end for another great win."

Foret's teammate Pere Riba had taken pole in qualifying, squeezing in a fantastic lap just as the clock ticked the last second of the session away. On race day a fever saw him struggle to regain Saturday's form and he was helped from his bike, exhausted after finishing fifth.

Ellison Crowned Superstock King Again

James Ellison rode a mature and patient race to retain his European Superstock title at Imola. Even if his Championship rival Walter Tortoroglio won the race, all Ellison needed to do was finish fourth. Ellison knew exactly what the situation was before the race and was content to sit at the back of a group of four riders who broke away from the pack early-on. Torto, as the likeable Italian is known, rode the wheels off his GSX-R1000, leading the race from start to finish. But with Ellison taking no risks and simply hanging on to the back of the four-man lead pack, it was a frustrating race for Torto.

Ellsion's fellow British rider Marty Nutt ran in second and harried the Italian for the first half of the race. When Nutt made a mistake and dropped back

continued on page 46

AMS
Advanced Motor Sports

- Specializing in DUCATI High-Performance Engines
- Large DUCATI Parts Inventory
- FIM Chips
- BREMBO Racing Products
- FREN TUBO ITALY Kevlar and Stainless Brakelines
- Official OHLINS Parts and Service Center
- STM Racing Clutches, Sprocket Kits, Oil Breathers,
- Adjustable Cam Pulleys

Inquire About Racer Discounts
www.advancedmotorsports.com
Contact Jeff Nash
817~572~3109

Experience Engineering Excellence.

Steve Crevier, Honda Canada Superbike Team.

Whether you're dragging your knee at the track or just out on a Sunday ride... Motorcycling is all about the experience. The new 2001 FOX TC-R Racing Shox has been designed to enhance the performance of your suspension and give you the riding experience of your life. See your FOX Racing Shox dealer for more info.

1.800.FOX.SHOX
www.foxracingshox.com

FOX RACING SHOX
When you know the difference.

SUZUKI
Factory Parts, Accessories & Motorcycles

- Lowest prices on GSXRs in the country
- We ship motorcycles & parts anywhere in the US
- Performance parts at unbeatable prices
- Racers on staff to help you find what you need

Guaranteed Lowest Price Anywhere!

BELL'S SUZUKI
(859) 299-3521 (859) 293-5033 (fax)

continued from page 45

into third, Torto had the lead to himself, and managed to make a small breakaway.

To compound Torto's dilemma Ellison slipped past Nutt late in the race to widen the points gap even further. The pressure then started to show on Tortoroglio, who almost crashed as he ran wide over the rumble strips and got his Suzuki completely sideways in what could have been a decisive moment. Although Torto no doubt enjoyed another race win, it wasn't enough to clinch the title, which went to Ellison with 162 points to Torto's 157. To compound Torto's disappointment the unfortunate Italian dropped his bike on the cool-off lap! Ellison, 19, is the only British rider to win an International Championship in 2001.

Webbo Will Return Despite Losing Sidecar Title

Steve Webster may have lost the Superside World Championship to arch-rival Klaus Klaffenbock of Austria but Webster can still show the rest of the sidecar pack the way around any of the world's circuits. In Imola, Webster dominated the entire weekend from the first free practice to the end of the race, which he won convincingly by over nine seconds. The British veteran, with eight previous World Sidecar titles to his name, had to come back from a very poor start. He got a little confused at the start, waiting for the traditional green lights to come on after the reds went out. But he was forgetting that the green lights had been abandoned at the start of the season and that riders now go as soon as the reds are extinguished!

"The last time I came here was so long ago they still waved flags at the start!" quipped Webster. "I'll be back again next year, though, I still enjoy it and I can't leave now I don't have the Number One plate anymore, I want to win it back again before I consider retirement." ***RW***

RESULTS

SUPERBIKE WORLD CHAMPIONSHIP RACE ONE: 1. Ruben Xaus, Spain (Duc 996R), 38:42.598, 99.777 mph; 2. Troy Corser, Australia (Apr RSV1000), 38:46.199; 3. Colin Edwards, USA (Hon RC51), 38:46.677; 4. Ben Bostrom, USA (Duc 996R), 38:48.938; 5. Tadayuki Okada, Japan (Hon RC51), 38:56.335; 6. Steve Martin, Australia (Duc 996RS), 39:04.019; 7. Gregorio Lavilla, Spain (Kaw ZX-7RR), 39:06.698; 8. Stephane Chambon, France (Suz GSX-R750), 39:06.878; 9. Lucio Pedercini, Italy (Duc 996RS), 39:29.135; 10. Neil Hodgson, Great Britain (Duc 996RS), 39:31.676; 11. Giovanni Bussei, Italy (Duc 996RS), 39:32.179; 12. Martin Cragill, Australia (Duc 996RS), 39:49.101; 13. Mauro Sanchini, Italy (Duc 996RS), 40:03.954; 14. Paolo Blora, Italy (Duc 996R), 40:12.028; 15. Alex Gramigni, Italy (Yam YZF-R7), 40:32.969; 16. Bertrand Stey, France (Hon RC51), 20 laps; 17. James Toseland, Great Britain (Duc 996RS), 20 laps, DNF, crashed; 18. Régis Laconi, France (Apr RSV1000), 19 laps, DNF, crashed; 19. Troy Bayliss, Australia (Duc 996R), 19 laps, DNF, crashed; 20. Alessandro Antonello, Italy (Apr RSV1000), 15 laps, DNF, retired; 21. Pierfrancesco Chili, Italy (Suz GSX-R750), 13 laps, DNF, retired; 22. Broc Parkes, Australia (Duc 996RS), 11 laps, DNF, entered pits. Race Distance, 21 laps, 64.373 miles; Race Time, 38 minutes, 42.598 seconds; Race Average Speed, 99.777 mph; Victory Margin, 3.601 seconds; Fastest Lap, Edwards, 1:49.708, 100.588 mph, Lap 3.

SUPERBIKE WORLD CHAMPIONSHIP RACE TWO: 1. Laconi, 38:33.264, 100.180 mph; 2. Xaus, 38:33.285; 3. Okada, 38:34.108; 4. Bostrom, 38:49.239; 5. Martin, 39:06.159; 6. Lavilla, 39:10.714; 7. Hodgson, 39:11.991; 8. Parkes, 39:12.154; 9. Chili, 39:13.199; 10. Bussei, 39:33.910; 11. Gramigni, 39:34.434; 12. Pedercini, 39:34.540; 13. Peter Goddard, Australia (Benelli Tornado 900), 39:37.769; 14. Craggill, 39:39.354; 15. Marco Borciani, Italy (Duc 996RS), 39:48.847; 16. Sanchini, 39:50.626; 17. Stey, 39:50.906; 18. Robert Ulm, Austria (Kaw ZX-7RR), 40:20.387; 19. L. Pasini, Italy (Duc 996R), 20 laps; 20. Blora, 20 laps, DNF; 21. Antonello, 19 laps, DNF, crashed; 22. Chambon, 12 laps, DNF, retired; 23. Edwards, 11 laps, DNF, retired; 24. Corser, 10 laps, DNF, crashed. Race Distance, 21 laps, 64.373 miles; Race Time, 38 minutes, 33.264 seconds; Race Average Speed, 100.180 mph; Victory Margin, 0.021-second; Fastest Lap, Corser, 1:49.398, 100.873 mph, Lap 7.

SUPERBIKE WORLD CHAMPIONSHIP QUALIFYING: 1. Xaus, 1:48.462, 101.744 mph; 2. Bayliss, 1:48.776; 3. Laconi, 1:48.878; 4. Bostrom, 1:49.218; 5. Edwards, 1:49.475; 6. Antonello, 1:49.850; 7. Hodgson, 1:50.150; 8. Chili, 1:50.173; 9. Pedercini, 1:50.235; 10. Okada, 1:50.246; 11. Chambon, 1:50.267; 12. Corser, 1:50.329; 13. Toseland, 1:50.501; 14. Parkes, 1:50.535; 15. Bussei, 1:50.674; 16. Akira Yanagawa, Japan (Kaw ZX-7RR), 1:50.695; 17. Juan Borja, Spain (Yam YZF-R7), 1:50.781; 18. Martin, 1:50.794; 19. Lavilla, 1:51.272; 20. Sanchini, 1:52.182.

SUPERBIKE WORLD CHAMPIONSHIP SUPERPOLE: 1. Corser, 1:48.694, 101.526 mph; 2. Laconi, 1:48.904; 3. Bayliss, 1:49.146; 4. Edwards, 1:49.366; 5. Bostrom, 1:49.371; 6. Antonello, 1:49.746; 7. Hodgson, 1:49.748; 8. Xaus, 1:48.462; 9. Okada, 1:50.076; 10. Toseland,, 1:50.189; 11. Chambon, 1:50.792; 12. Chili, 1:51.026; 13. Bussei, 1:51.227; 14. Pedercini, 1:51.479; 15. Parkes, 1:51.971.

SUPERBIKE WORLD CHAMPIONSHIP FINAL POINT STANDINGS (After 25 of 25 races, all 25 count): 1. Bayliss, 369 points; 2. Edwards, 333 points; 3. Bostrom, 312 points; 4. Corser, 284 points; 5. Hodgson, 269 points; 6. Xaus, 236 points; 7. Chili, 232 points; 8. Okada, 176 points; 9. Yanagawa, 170 points; 10. Lavilla, 166 points.

CORONA SUPERSPORT WORLD CHAMPIONSHIP: 1. Fabien Foret, France (Hon CBR00F4i), 40:09.883, 96.163 mph; 2. Karl Muggeridge, Australia (Suz GSX-R600), 40:10.074; 3. Jamie Whitham, Great Britain (Yam YZF-R6), 40:12.134; 4. Andrew Pitt, Australia (Kaw ZX-6R), 40:17.905; 5. Pere Riba, Spain (Hon CBR600F4i), 40:22.693; 6. Iain MacPherson, Great Britain (Kaw ZX-6R), 40:22.849; 7. Jorg Teuchert, Germany (Yam YZF-R6), 40:22.976; 8. Katsuaki Fujiwara, Japan (Suz GSX-R600), 40:26.415; 9. Piergiorgio Bontempi, Italy (Yam YZF-R6), 40:32.420; 10. Chris Vermeulen, Australia (Hon CBR600F4i), 40:33.772; 11. Fabrizio Pirovano, Italy (Suz GSX-R600), 40:34.587; 12. Vittorio Iannuzzo, Italy (Suz GSX-R600), 40:47.637; 13. Cristiano Migliorati, Italy (Hon CBR600F4i), 40:48.626; 14. Kevin Curtain, Australia (Hon CBR600F4i), 40:56.846; 15. Rob Frost, Great Britain (Yam YZF-R6), 40:59.320; 16. Adam Fergusson, Australia (Hon CBR600F4i), 40:59.564; 17. Christian Kellner, Germany (Yam YZF-R6), 41:00.437; 18. Christer Lindholm, Sweden (Yam YZF-R6), 41:06.070; 19. Shannon Johnson, Australia (Hon CBR600F4i), 41:07.516; 20. Ivan Clementi, Italy (Yam YZF-R6), 41:14.845; 26. Vittoriano Guareschi, Italy (Duc 748), 12 laps, DNF, crashed; 28. Stefano Cruciani, Italy (Yam YZF-R6), 9 laps, DNF, entered pits; 34. Paolo Casoli, Italy (Yam YZF-R6), 0 laps, DNF, crashed. Race Distance, 21 laps, 64.373 miles; Race Time, 40 minutes, 9.883 seconds; Race Average Speed, 96.163 mph; Victory Margin, 0.191-second; Fastest Lap, Foret, 1:53.954, 96.840 mph, Lap 7.

CORONA SUPERSPORT WORLD CHAMPIONSHIP QUALIFYING: 1. Muggeridge, 1:53.554, 97.181 mph; 2. Casoli, 1:53.559; 3. Foret, 1:53.590; 4. Guareschi, 1:53.690; 5. Whitham, 1:53.937; 6. Cruciani, 1:53.943; 7. Pitt, 1:54.023; 8. Riba, 1:54.027; 9. Fujiwara, 1:54.074; 10. Iannuzzo, 1:54.365; 11. Pirovano, 1:54.443; 12. Bontempi, 1:54.467; 13. Kellner, 1:54.555; 14. MacPherson, 1:54.584; 15. Teuchert, 1:54.787; 16. Werner Daemen, Belgium (Yam YZF-R6), 1:54.855; 17. Vermeulen, 1:54.937; 18. Carlacci, 1:55.064; 19. Dean Thomas, Australia (Duc 748), 1:55.097; 20. Camillo Mariottini, Italy (Yam YZF-R6), 1:55.139.

CORONA SUPERSPORT WORLD CHAMPIONSHIP FINAL POINT STANDINGS (After 11 of 11 races, all 11 count): 1. Pitt, 149 points; 2. Casoli, 147 points; 3. Teuchert, 135 points; 4. Whitham, 106 points; 5. Curtain, 102 points; 6. Riba, 94 points; 7. Muggeridge, 92 points; 8. Foret, 90 points; 9. TIE, MacPherson/Pirovano, 67 points.

AXO SUPERSTOCK EUROPEAN CHAMPIONSHIP: 1. Walter Tortoroglio, Italy (Suz GSX-R1000), 25:18.608, 94.468 mph; 2. Markus Wegscheider, Italy (Suz GSX-R1000), 25:21.617; 3. James Ellison, Great Britain (Suz GSX-R1000), 25:23.413; 4. Marty Nutt, Great Britain (Suz GSX-R1000), 25:24.653; 5. Mark Heckles, Great Britain (Hon CBR929RR), 25:24.923; 6. Gianluca Vizziello, Italy (Yam YZF-R1), 25:30.307; 7. Oliver Four, France (Hon CBR929RR), 25:37.877; 8. Lorenzo Mauri, Italy (Duc 996S), 25:46.077; 9. Andy Notman, Great Britain (Suz GSX-R1000), 25:46.128; 10. Ludovic Fourreau, France (Suz GSX-R1000), 25:48.335; 11. Giacomo Romanelli, Italy (Suz GSX-R1000), 25:49.450; 12. Fabrizio Pellizzon, Italy (Apr RSV1000), 25:49.575; 13. Lorenzo Alfonsi, Italy (Duc 996S), 25:56.063; 14. Riccardo Ricci, Italy (Suz GSX-R1000), 25:56.883; 15. Dario Tosolini, Italy (Duc 996S), 25:58.000; 16. Benny Jerzenbeck, Germany (Suz GSX-R1000), 26:00.928; 17. Bernat Martinez, Spain (Apr RSV1000), 26:01.821; 18. Didier Vankeymeulen, Belgium (Hon CBR929RR), 26:09.985; 19. Pierrot Vanstaen Lerat, France (Suz GSX-R1000), 26:10.280; 20. Gunter Knobloch, Austria (Yam YZF-R1), 26:11.932; 31. Daniel Oliver, Spain (Apr RSV1000), 5 laps, DNF, retired. Race Distance, 13 laps, 39.850 miles; Race Time, 25 minutes, 18.608 seconds; Race Average Speed, 94.468 mph; Victory Margin, 3.009 seconds; Fastest Lap, Tortoroglio, 1:55.996, 95.135 mph, Lap 9.

AXO SUPERSTOCK EUROPEAN CHAMPIONSHIP QUALIFYING: 1. Tortoroglio, 1:55.437, 95.596 mph; 2. Heckles, 1:55.548; 3. Oliver, 1:56.438; 4. Wegscheider, 1:56.497; 5. Vizziello, 1:56.653; 6. Ellison, 1:56.711; 7. Nutt, 1:57.019; 8. Romanelli, 1:57.038; 9. Notman, 1:57.059; 10. Pellizzon, 1:57.144; 11. Jerzenbeck, 1:57.503; 12. Four, 1:57.745; 13. Mauri, 1:57.764; 14. Fourreau, 1:58.039; 15. Ricci, 1:58.706; 16. Alfonsi, 1:58.721; 17. Tosolini, 1:58.723; 18. Martinez, 1:58.738; 19. Michael Weynand, Belgium (Yam YZF-R1), 1:58.893; 20. Yann Gyger, Switzerland (Hon CBR929RR), 1:58.942.

AXO SUPERSTOCK EUROPEAN CHAMPIONSHIP FINAL POINT STANDINGS (After 8 of 8 races, all 8 count): 1. Ellison, 162 points; 2. Tortoroglio, 157 points; 3. Heckles, 104 points; 4. Nutt, 78 points; 5. Jerzenbeck, 72 points; 6. Vizziello, 59 points; 7. Wegscheider, 57 points; 8. Tosolini, 55 points; 9. Oliver, 52 points; 10. Romanelli, 50 points.

SIDECAR WORLD CUP: 1. Steve Webster/Paul Woodhead, Great Britain/Great Britain (Suz), 41:45.455, 92.495 mph; 2. Klaus Klaffenbock/ Christian Parzer, Austria/Austria (Suz), 41:54.879; 3. Jorg Steinhausen/ Hopkinson, Germany (Suz), 42:04.640; 4. Steve Abbott/Jamie Biggs, Great Britain/Great Britain (Yam), 42:07.627; 5. Tom Hanks/Phill Biggs, Great Britain/Great Britain (Suz), 42:51.321; 6. Van Gils/Van Gils, Holland (Suz), 43:10.620; 7. Ian Guy/Andy Peach, Great Britain/Great Britain (Suz), 43:11.382; 8. Fisher/Long, Great Britain (Suz), 43:43.740; 9. Schroder/Wafler, Switzerland (Suz), 20 laps; 10. Eilers/Kolloch, Germany (Suz), 20 laps; 11. Liechti/Locher, Switzerland (Kaw), 20 laps; 12. Steenbergen/Steenbergen, Holland (Suz), 20 laps; 13. Biggs/Biggs, Great Britain (Yam), 20 laps; 14. Fleury/Pointer, New Zealand (Suz), 20 laps; 15. Hayakawa/Ohzeki, Japan (Suz), 20 laps; 16. Delannoy/Vannier, France (Hon), 20 laps; 17. Cameron/Darby, Great Britain (Suz), 13 laps, DNF, retired; 18. Morrisey/Cox, Great Britain (Yam), 13 laps, DNF, entered pits; 19. Karttiala/Karttiala, Finland (Hon), 7 laps, DNF, retired; 20. Roscher/Neubert, Germany (Suz), 5 laps, DNF, retired; 24. Stuart Muldoon/Crone, Great Britain (Yam), 0 laps, DNF, crashed. Race Distance, 21 laps, 64.373 miles; Race Time, 41 minutes, 45.455 seconds; Race Average Speed, 92.495 mph; Victory Margin, 9.424 seconds; Fastest Lap, Woodhead/Webster, 1:57.566, 93.865 mph, Lap 4.

SIDECAR WORLD CUP FINAL POINT STANDINGS (After 9 of 9 races, all 9 count): 1. Klaffenbock, 160 points; 2. Webster, 120 points; 3. Abbott, 111 points; 4. Steinhausen, 91 points; 5. TIE, Hanks/Guy, 72 points; 7. Van Gils, 64 points; 8. Muldoon, 61 points; 9. Liechti, 57 points; 10. Eilers, 51 points.

goods now." Pirelli engineers have tried to spend the season away from the glare of publicity, preferring to develop the tires away from the media spotlight. But next season the press and TV commentators will have to sit up and take note if Martin continues to get good results. Martin is likely to be joined in the DFX team by former Aprilia development rider, Alessandro Antonello.

Michelin Out Of Supersport Racing

Michelin announced at Imola that the company won't compete in next year's Supersport World Championship. Instead, the French company will concentrate its efforts on Superbike and GP racing. Dunlop and Pirelli will continue to support the Supersport series.

Is There A Doctor In The Car?

Ten Kate Team Manager Ronald Ten Kate chose his target well when he crashed his scooter into a car at the entrance to the paddock at Imola. For as he lay on the ground clutching a badly skinned shin he was attended to by the driver of the car, who was ready with a doctor's case in his hands—he turned out to be a staffer from the Clinica Mobile!

Italian Awards

Sunday night after the races at Imola was the perfect time for the World Superbike organizers to hand out awards and prizes to riders, press men and teams. But the entire show was conducted in Italian, with no attempt made to translate for the non-Italian-speakers in the audience. So I can bring little of substance to you in this report on the awards except to say that the new Superbike World Champion, Troy Bayliss, had to be helped with lifting his new trophy due to his broken collarbone.

"You're Fired, Now Get On With Getting That Bike Ready For The Race!"

In a strange piece of management, it's claimed that Kawasaki team boss Harald Eckl fired his entire staff, including then-soon-to-be-new Supersport World Champion Andrew Pitt, only days before the last round at Imola. If reports coming from inside the team are true, the German manager fired the entire outfit, allegedly accusing them of complacency. They were all then re-hired on a day-by-day basis for the final round.

Obviously there was no official confirmation of the unusual step given to the press, but at the year-end party on Sunday night Kawasaki mechanics could be seen hanging around team bosses, resumes in hand! ***RW***

Fabien Foret (99) leads Jamie Whitham and Karl Muggeridge in their battle for the 600cc Supersport win at Imola. Photo by Sports Photography.

New Ducatis Faster Than Ever?

Aprilia officials were delighted to end the season with a podium from Troy Corser in race one and a win for Régis Laconi in race two. As yet, though, there's no solid indication that a factory Aprilia World Superbike team will even compete in 2002. That would give the new 998 Ducati too much opportunity to dominate the series next year. Whispers of the reworked Ducati V-Twin running at 15,000 rpm on a dyno for half-an-hour were circulating at Imola. Ben Bostrom smiled when asked if the 998 was as fast as word had it. "It's fast," he admitted with a broad grin.

Pirelli Makes Progress With Slicks

Pirelli's Superbike tire program continues to make good progress. Steve Martin, who has worked this season as Pirelli's development rider, commented favorably on the tires after his fifth-place finish in the second race at Imola. "If that's anything like the standard of tires I can expect next year then we're in for a good season," said Martin, who uses the Pirellis on his DFX Ducati. "They're really coming up with the

continued from page 6

see Novices, top-ranked privateers and Pros all together, uniting on a cause like this. It would show them that removing the support classes would not in fact increase their revenues or race attendance but lose them many ticket sales and racers, and create even more disillusionment among long-time followers of their organization. If you have not seen this petition before, I hope you consider my request and help out an important cause like this one.

Anyway, I'm sure you get lots of letters to read so I will end this letter here in the interest of being brief. Here is the URL to my petition, and I also encourage anyone who cares about the future of AMA Racing to write their representatives and tell them why it would be a bad decision to remove the support classes:

http://www.petitiononline.com/amarace/petition.html

Rafiq Premji
Boulder, Colorado

◆

Darrell Dovel Tells Off The AMA In A Letter To Trustees

First of all, I am the same Darrell Dovel who has been an AMA life member for many years, paid my dues for 25 years and was deleted from your magazine list for not sending money. Please delete my name from all of your letters and correspondence from this date on.

Second, in response to your letter of August 21, 2001, begging for money from members for the helmet issue. I think the senator who wants to require operators of motorcycles to wear a protective helmet has more intelligence than a group of failures that have not seen all the head injuries and deaths on the racetracks of this country up close...If it's good for racers, why not street riders? It has been a safety rule for years and years that an approved helmet must be worn for competition. Again, why not street riders? Everyone has accepted the seat belt laws all over the USA so why can we not accept helmets?

Third, if anyone on the AMA Board of Directors was blessed with minimal intelligence, it is my opinion they would have tried to keep Roger Edmondson in charge to steer an out-of-control group to success in the racing business. Do you realize that in lost memberships alone, it has cost 4000 members a year at $28.00 to $30.00 per year to eliminate Mr. Edmondson's CCS and NASB riders and crew? I think not...That is a lot of money, (not counting the $3 million + lawyers fees) paid to Roger Edmondson in July of 2001.

I am glad that the France family, (Daytona International Speedway) realized the potential of Mr. Edmondson and made him the President of Grand American Road Racing which is already a very successful series after just two years. How long has the AMA been racing? Still not successful...getting worse every race...

If the AMA had worked as hard to make the racing successful as they did to try to put down Roger Edmondson and steal his classes and knowledge, we would have good racing, more money and more members today. I hope to not hear from you again in the future.

Darrel Dovel
AMA Life Member #45
Adamsville, Alabama

Send letters to Editor John Ulrich, Roadracing World, P.O. Box 1428, Lake Elsinore, CA 92531. All letters must be signed and must include your true name, complete address and daytime phone number to be considered for publication. If we cannot reach you by phone to verify your letter, it will not be published. Letters signed with fictitious names and anonymous letters will not be published. Published letters do not necessarily reflect the official position of this publication and all letters may be edited for clarity and length. Delusional letters from raving lunatics, conspiracy theorists, professional victims or others with a tenuous grasp on reality may or may not be published, depending upon their apparent entertainment value as judged by the editor.

YoyodyneTi

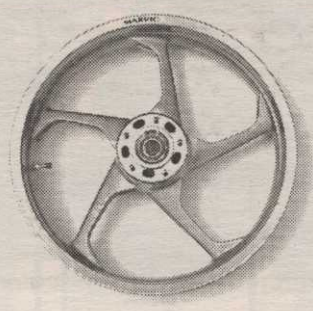
Address: http://www.racebikeparts.com

Yoyodyne TITANIUM

MASTER PRICE LIST | ONLINE STORE | EMAIL

- Marvic Wheels
- Sebimoto Carbon
- Brembo
- Performance Friction
- Mikuni Rear Sets
- Radiators
- Ti Exhaust Systems
- JHP Ducati Parts
- Ducati Clutch Cylinder
- Galfer
- Ti and Aluminum Kits

MARVIC® *Magnesium is here!*



We are now distributing wheels from the oldest manufacturer in Italy, Marvic. Wheels are currently in stock for Ducati, Honda RC51, Kawaski ZX12, Suzuki Hayabusa, Yamaha R1, Honda RS125, TZ 250.
Ducati Wheels are stocked in the 16.5 Diameter for Ducati 916. In stock for normal chassis, available for Corse race spec chassis.

Used by: HMC Ducati races on Marvic Piuma Wheels

www.yoyodyneti.com
Sales (908) 687-0261
Tech (973) 401-1954

Internet zone

VORTEX RACING COMPONENTS

Billet Upper Triple Clamps $165.

NEW

GP Composite Bodywork R6, R1, GSXR, SV (looks like RC51), CBR, RS125, RC51, ZX

Billet Rear Sets $349.00 and up call for applications not listed

Vortex Contingency Program:
1st $50, 2nd $30, 3rd $25, 4th $15, 5th $10

Classes: CCS
LW, MW, HW, AM/EX Sportbike

WERA Sportsman
ABC Superstock, B, C, Production, D Superbike Expert and Novice

National Series:
Superstock 600, 750, 1100; Production 600, 750

Certificates redeemable through Vortex for rear sprockets, clip-ons & more! Riders must use Vortex sprockets to qualify for contingency program.

Rear Set Application Chart

GSXR/SV	TLR
R6/1	ZX6/7/9
CBR F2/3/4	CBR929/900
RC51	

Have a little crash?
Use Vortex billet replacement parts. Most rear set parts are interchangeable with stock parts.

VORTEX
36181 East Lake Road #132
Palm Harbor, FL 34685
Orders: **800 440-3559** cod/credit card
Tech Line: **727 848-4991** Fax: **727 849-3013**
www.VortexRacing.com

Billet Big Blocks "NickaCylinders"

Composite coated cylinder bores.
CNC Machined from 6061-T651 billet.
Designed to be WAY stronger than OEM.
Holds cases & bearings in alignment.
Fully water-cooled for Street & Road Racing.
Uses stock water hoses & fittings.
Solid blocks also available (No water jacket).
Taller blocks for stroker cranks available.
Matched head gaskets included in kit.
Complete Kits, ready to assemble.
Contingency Programs for 2000.

AVAILABLE FOR:
Kawasaki ZX9R ZX9 ZX7 all years
1026cc DROP IN KIT! +20 Rw hp
Kawasaki ZX9R 98 up
1050 cc DROP IN KIT 160hp pump gas
Suzuki GSXR750 SRAD
902cc req. case honing + 16 Rw hp
Suzuki Hayabusa
1430 cc DROP IN KIT 210+ on pump
1464 DROP IN KIT 219+ on pump
Kawasaki ZX12R
1320 cc DROP IN KITS 200+ on pump
1436 cc DROP IN KITS - 219+ on pump
Kawasaki ZX11
1195cc & 1166cc DROP IN KITS
1255cc NickaCylinders + 21.5 Rw hp

★ NEW ★ HUGE POWER GAINS

FORT LAUDERDALE, FLORIDA
(954) 484-6969
SUPERBIKE MIKE

call 9:30 am to 5:30 pm (954) 484-6969
2928 NW 17th Terrace, Ft. Lauderdale, FL 33311
FAX: (954) 484-6980 E-mail: sbm@superbikemike.com
Check our website: www.superbikemike.com

(256) 533-1977 pit bull www.pit-bull.com

Forklift Front
Forklift Converter
Standard Rear
Spooled Rear
Spool Kits
One Armed Rear
Wheel Chock
Standard Front
New!
Ducati Fronts

Racer Direct!
Your Pit Stop for Chains and Sprockets!
Lowest Prices! Chains & Sprockets
NEW!
Ducati 748/916/996 SprocketCarriers $219.99!!
MasterCard Discover VISA
UPS Shipping
Overnight, 3 day or Regular Ground.
NEW!
2001 GSXR Sprockets in Stock!
Lowest Prices on Chain!
NOW IN STOCK!! Lowest prices
R1, R6, CBR, GSXR Rear Sprockets $34.99
AFAM D.I.D. REGINA CHAIN Renthal RK VORTEX
CALL TOLL FREE: 888-265-2141

Roadracing World.
Honest Journalism, Not Mindless Cheerleading.
Subscription Hotline (800) 464-8336.

Hayden Wins Again But Mladin Is The Champion

By Bob Dragich and David Swarts

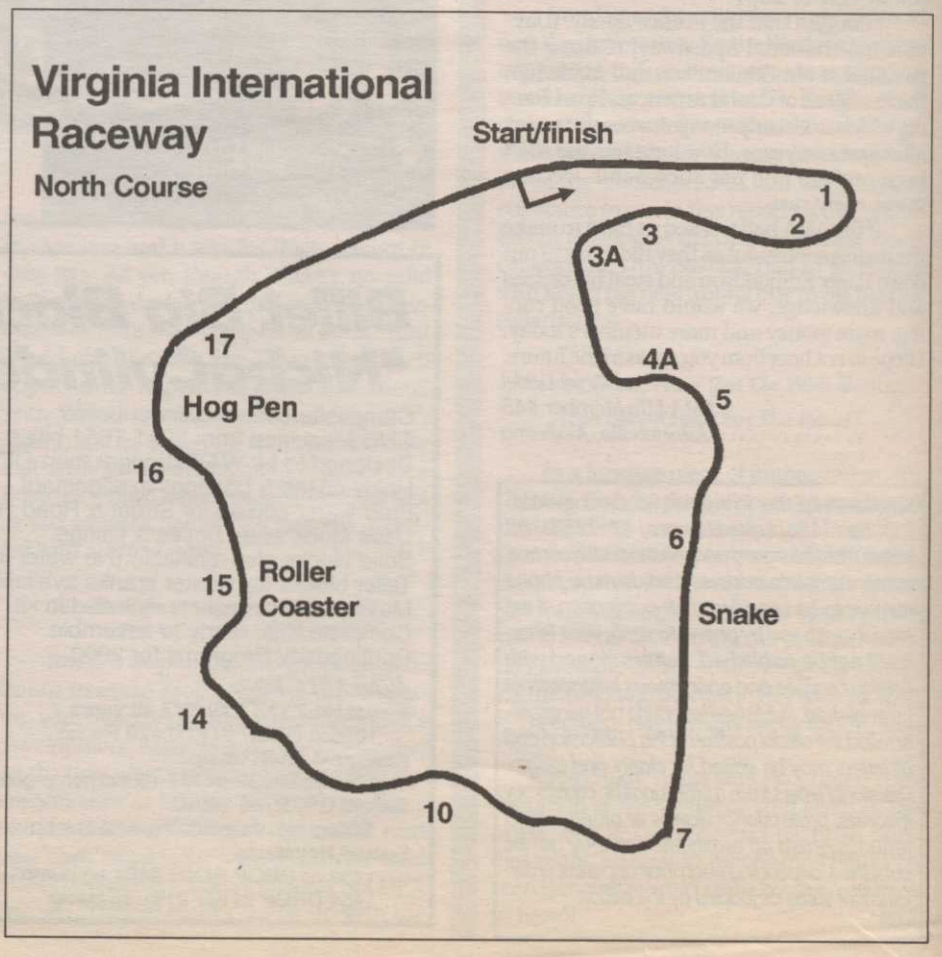
American Honda's Nicky Hayden and Yoshimura Suzuki's Mat Mladin each won in the Superbike race at Virginia International Raceway. In front of a large and enthusiastic crowd and in almost perfect weather, Hayden won the race, while Mladin won the AMA Superbike Championship, his third straight.

Hayden's fourth win in a row constitutes the longest Superbike winning streak this year. Hayden was dominant, leading 18 of 42 laps, taking the lead both before and after the mandatory pit stop. In the later stages of the race, the only rider who could run with Hayden was Yamaha's Anthony Gobert, but even he came up 2.09 seconds short at the end. Honda's Kurtis Roberts finished third, almost 26 seconds behind the leaders, and he was fast enough to have led the first dozen laps of the race. Behind Roberts at the line came Kawasaki's Doug Chandler, his fourth-place finish only bettered by the third he took at Pikes Peak this year. Hayden's teammate Miguel Duhamel was fifth, although up until the final moments, he was unsure of exactly where he was.

For Mladin, 12th was the worst finish he had all year, except for Brainerd, where he crashed out in the eighth turn on the first lap. But 12th was good enough to take the Championship. Coming into the round, Mladin had a 15-point lead over Kawasaki's Eric Bostrom for the lead in the series. Mladin made his own life slightly easier by getting the extra point for the pole position. Things then became more difficult for Mladin when he crashed in practice on race day. Although Mladin escaped unhurt, his "A" bike burned to the ground in the incident. Reg O'Rourke of the Yoshimura crew said the "B" bike was every bit as good as the "A" bike, but he and the rest of the Yoshimura team did a lot of work on the bike before the race itself, including changing the rear shock.

Fourth-fastest-qualifier Roberts said, "The qualifying tire wasn't as good as anticipated from the one before. The first one, I knew I left a lot out there on the track; I was being real careful on it. Then we put a new one on and it just didn't have the same grip level that the other one did. It almost caught me off guard at the beginning of the lap and I probably lost three or fourth tenths straight away. But we made it on the front row and that's where we need to be right now."

Third-place-qualifier Hayden said, "I definitely thought I had a couple more tenths in me. The first qualifier I was pushing the front a little bit, the thing just had so much grip. The second one I just tried too hard

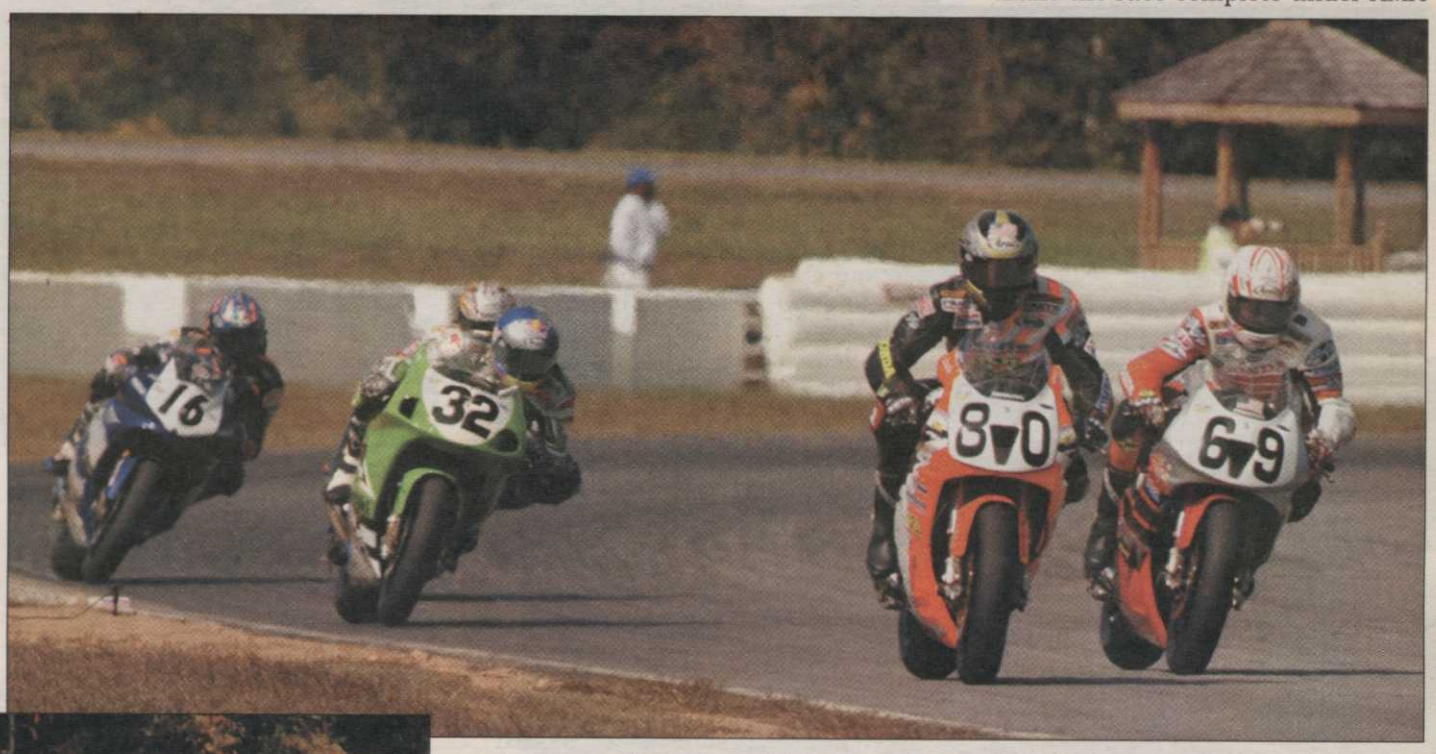


Kurtis Roberts (80) leads Eric Bostrom (32), Nicky Hayden (69), Mat Mladin, Larry Pegram, Aaron Yates (20), and Miguel Duhamel (17) at the start of the Superbike race at VIR. Photo by Brian J. Nelson.

and made some mistakes with it."

Gobert, who was the second-quickest qualifier, said, "My goal was to finish on the front row, and it turned out a little bit better than that. I actually expected Mat to go a little bit quicker because I got held up on my second lap. Maybe I could have gone a little bit quicker on that one. I didn't think that time would hold but it nearly did. Mat only beat it by one tenth. I ended up on the front row, so that's good."

Pole-sitter Mladin was more than just pleased with qualifying; he was relieved. Getting the extra point for pole position "Essentially means now that if Eric wins and leads the most laps, then we can finish 11th instead of ninth. So that one point means a big difference. In hindsight, it makes a two-point difference on the racetrack, because he finishes back and I finish one up. But this is motor racing and you never know what's going to happen. I may have to nurse the thing home, who knows? So ninth to 11th could make a big difference."



Nicky Hayden (69) tries to take the lead away from Kurtis Roberts (80) early in the Superbike race at VIR while Eric Bostrom (32), Miguel Duhamel and Anthony Gobert (16) pursue. Photo by Brian J. Nelson.

Nicky Hayden leads Kurtis Roberts and Anthony Gobert in a mad scramble through lapped traffic late in the VIR Superbike race. Photo by Brian J. Nelson.

At the start of the race, Roberts looked set to ruin everyone else's plans. He got a magnificent start off the line, leading Bostrom and Hayden into the first turn. Bostrom went wide and Hayden got underneath, but by the end of the second lap, Bostrom was back in second place. Hayden followed with Mladin, and, soon, Honda's Miguel Duhamel, close behind.

Behind them, Gobert was making up for a bad start. In 11th place at the end of the first lap, Gobert continually worked his way up until, on lap seven, he caught the leading five riders. On the same lap, Duhamel got by Mladin for fourth, and the running order was Roberts, Bostrom, Hayden, Duhamel, Mladin and Gobert.

Gobert got by Mladin on the next lap and went to work on Duhamel. Near the front, Hayden passed Bostrom for second with a move around the outside in turn one. From that point on, Bostrom began to fade. "We didn't get our set-up," explained Bostrom. "I just couldn't get any confidence in the front end. Once I tried to relax, the front started buckling. When I tried to ride the thing hard, I was just a hazard." On lap 17, Bostrom ran off the track, avoided crashing, but rejoined the race in 15th place.

Two laps after he passed Bostrom for second, Hayden took the lead away from Roberts at the top of the hill. Behind them, Gobert moved up to third. In two more laps, Gobert deposed Roberts from second and was off after Hayden.

HMC Ducati's Andy Meklau was the first to come in for the pit stop on lap 15, a move he would later say may not have been the best planning. On lap 20, both Gobert and Roberts came in for their pit stops. Gobert gassed and changed both front and rear tires, but Roberts gassed and changed only the rear. (The Honda team elected to go with the hard front Dunlop tire, the 701, on all three bikes.) Gobert still beat Roberts out of the pits, and on the following lap, Hayden came in for his tire and gas.

Hayden got out of the pits just before Gobert came around, and the two started cutting their way through the slower riders who had not yet pitted. Duhamel came in on the following lap, and had a somewhat slow pit stop. By the time Duhamel got back on the track, Hayden, Gobert and Roberts had all gone by.

As the other top riders pitted, HMC Ducati's Steve Rapp stayed out and took over the lead. On the lap before he planned to come in, Rapp ran off the track. Rapp, who avoided crashing, said, "I was try to get one superfast lap in before I came in, but I ended up losing about 20 seconds."

When Rapp went off track, Kawasaki's Doug Chandler took over the lead and held it right up to lap 32, which was a significant lap. It marked the 80-percent-completed point of the race, after which a red flag would make the race complete under AMA rules; in a special ruling not announced prior to VIR, any rider who had not pitted by the 80-percent point of the race would be docked a lap in the event of a red-flag end to the race.

Meanwhile, Hayden and Gobert continued to move up, Gobert passing Hayden when Hayden hesitated behind Yoshimura's Aaron Yates through the esses, and Gobert pulling a small advantage.

Hayden caught right back up, and, when Chandler pitted, Gobert had only 0.183-second on Hayden. Two laps after that, Hayden drafted past Gobert as the two came down the front straight, and within a lap, Hayden had half-a-second on Gobert. Four laps from the end, Hayden had his biggest advantage on Gobert, at 2.435 seconds. It was 2.090 seconds at the finish line.

It was Gobert's first Superbike race since Road America. "I was really frustrated at the finish because I felt that Nicky and I were pretty close," Gobert said. "It just depended on lapped traffic a bit. When I got past him I got

continued on page 50

continued from page 49

some good traffic and I pulled away a little bit. I spent two laps and in those two laps I kind of wore myself (out). I just slowed down that little bit and as soon as I slowed down Nicky was right on me and pressuring me. Then he got past me and he got some good distance with some lapped traffic. I got another slow guy with about two laps to go. From then I still tried to keep the pressure on but I wanted to bring it home as well."

"I didn't want to take a big chance early to try to pass," said Hayden, explaining why he didn't take the early lead. "I was able to get in the lead right before the (pit) stop, just barely, and when I came out I wasn't really sure where I was at. Anthony caught up to me and got around me and actually got a lapper and put a really clean lap-and-a-half together and pulled out a bit and I didn't know if I was going to be able to hang on. Some lappers helped me and I caught back up and I could tell

Mat Mladin pulls in for the mandatory pit stop at VIR as a TV crew films the action. Photo by Brian J. Nelson.

he was slowing down the pace trying to save his tire (or) trying to regroup and try to make a last-lap dash. I knew I wanted to get back in front of him and make him work the whole time to the flag. A few lappers went my way and I pulled out a little bit."

Roberts finished third, nearly 26 seconds behind Hayden at the end of the race. "By my standards, the season really never turned on," said Roberts after his last race of the year. "It's kind of been off the whole year. The beginning of the race gave us some false confidence. I wasn't trying too hard to lead them; I was really trying to conserve my tire and just be there at the end. It was a long race. I wasn't pushing too hard, but a couple of laps before Nicky and them got me I really started to spin up a lot. (There was) not much more I could do. Then my pit stop was not the fastest pit stop in the world, that's for sure. I lost another few seconds there."

After pitting while in the lead, Chandler came back out in fourth place and found himself in a battle with Duhamel. Duhamel held the advantage for four laps, but Chandler got by on lap 36 with half-a-dozen laps left to go. Duhamel could not get back by and finished fifth, finishing five seconds behind Chandler.

Chandler had a problem right at the start of the race. "On the start, the clutch was slipping. The way I had the lever adjusted, the thing smoked itself. When I came in for my pit stop, I couldn't find neutral 'cause I smoked the clutch." Chandler started the race with a Dunlop 881 rear and changed to a 505 at the pit stop.

When Chandler came by Duhamel, it was a surprise for the Honda rider. "I was completely in the dark. It was actually worse—I had bad information about what was going on and who was where. I never got a pit board that Chandler was coming up on me. He came by me in turn one. Before that, I had a pit board that said, 'P4, +10.' It's extremely frustrating because the bike was great and I felt great. A podium (finish) was definitely in the cards. At least if you're directed the right way you can give 110 percent. The way I saw it there was no one around me. They (the crew) had 42 laps to get it right and they never did." Duhamel used a Dunlop 701 front the entire race and used two 587 rears.

Yates finished a lonely sixth, more than five seconds behind Duhamel and nearly eight seconds ahead of Meklau in seventh. "I was surprised we finished in front of some of the guys we did," said Yates. "We had a really good pit stop, but I took it too easy at the beginning. I feel really good about it. The 600cc race helped my confidence, and I'm ready to come back next year and start over."

Meklau won a heated three-way battle also involving Rapp and Yamaha's Tommy Hayden, a battle that developed late in the race. There was just 0.3-second between the three at the line. At the end, Meklau thought he might have come in too early. "My strategy was to start out with a 587 (rear Dunlop). It would have been good for more laps, maybe even 20 more, but when you have a strategy in a race like this, you cannot change it."

Tommy Hayden said his "Start wasn't so hot. Once I got going, there was a group right in front of me. We were going back-and-forth for a couple of laps. I was in seventh place, then Meklau passed me on the last lap." Hayden used 587 tires front and rear, replacing both at the pit stop.

Mat Mladin's race day started out badly when he crashed in Sunday morning practice and his bike burned. It couldn't be repaired and Mladin started on his spare bike. Photo by Brian J. Nelson.

Mat Mladin, the outspoken three-time Superbike Champion that AMA officials love to hate. Photo by Brian J. Nelson.

Bostrom finished 10th, well ahead of Competition Accessories' Larry Pegram, who finished 11th. "The front tire cold-tore in the race," said Pegram. "We were running the same tire all weekend with no problems. We weren't set up to do a front tire change at the pit stop, and, by that time, it wouldn't have mattered." Pegram used a 584 front and a 555 rear Dunlop.

Mladin finished 12th, taking the Championship for the third year in a row, the first time anyone has won three Championships in a row since Fred Merkel did it back in 1986. "The first six or eight or 10 laps I was there but I wasn't there," said Mladin. "The first five or six laps I was just sort of hanging on the back of them. I had good speed today, but obviously today wasn't a day to go out there and try to win. It must have been lap 10 or so I thought that Eric's chosen one of the softer tires of the few that we had to choose from and he started struggling a bit and these guys went by him and when that happened I backed it down half-a-second a lap. I figured it was going to be a tough one for him to win. And then when he ran off the track it just gave me way too much time to think about what I'm going to do tomorrow and looking forward to flying home tomorrow night."

Bostrom ended the year second in the points with exactly the 15-point deficit he had coming in to VIR. Hayden finished the season third, his crashes at Road Atlanta and Laguna Seca costing him at least the 40 points he was behind Mladin at the end of the year. Although Chandler's top finish for the year was third, his consistency,

Early in the 750cc Supersport race at VIR, Ben Spies (11) leads Mike Ciccotto (13), Jimmy Moore (86), Lee Acree (48), Michael Barnes, Scott Harwell (204) and Robert Jensen (52). Spies and Ciccotto both crashed, and Acree won. Photo by Brian J. Nelson.

scoring decent points in each round, made him fourth for the year.

Acree Takes First Win In Genuine Suzuki Accessories 750cc Supersport

Lee Acree took his first AMA National win at Virginia, beating second-place Jimmy Moore by nearly five seconds. For Moore, second place was good enough. He had already wrapped up the 750cc Supersport Championship when the round at Willow Springs was cancelled in the wake of the terrorist attacks in New York and Washington. Before Willow, Moore had a 53-point lead in the series, and when Willow was cancelled, Moore's points lead put him beyond the reach of Ben Spies, who at the time, was in second place. Robert Jensen finished third at Virginia, his first podium and highest finish ever in an AMA race.

John Hopkins, 2001 AMA Formula Xtreme Champion. Photo by Brian J. Nelson.

John Hopkins (21) and teammate Grant Lopez (5) lead the charge at the start of the Formula Xtreme race at VIR, ahead of Aaron Gobert (96), Damon Buckmaster (8) and the field. Hopkins beat Buckmaster for the title, by one point. Photo by Brian J. Nelson.

At the start of the VIR race, Hooters' Mike Ciccotto got the holeshot, but Moore was into the lead by the third corner. The crashing started early, as Attack Suzuki's Rich Alexander went wide in turn four and took out roadracingworld.com's Chris Ulrich. "Richie pulled the most bone-headed move I've ever seen. He comes in there all out of shape and runs me off the track. I tried to straighten it up and get on the rear brake, but it was too late," said Ulrich.

On the second lap, Spies passed both Ciccotto and Moore to take the lead, but it was short-lived. He lowsided on lap three. "I made my transition too late," said Spies, "and got three feet off line. I hit a bump and when the forks came back up the front wheel was off the ground and I tucked the front."

When Spies crashed out, Ciccotto took over the lead. Behind him, Acree had come up from sixth place at the end of the first lap to move into second behind Ciccotto. Moore was third followed by Ciccotto's Hooters teammate, Michael Barnes. Barnes was able to get past Moore on lap four, but Moore soon got the position back. On lap six, Barnes was off the track. "I blew a motor," he said. "I went straight and pulled off the track."

Ciccotto crashed out on lap nine while leading Acree by about half-a-second. In turn 14, Ciccotto said he "hit the inside white line, saved it, but it was going downhill so it tucked again." Ciccotto remounted and rejoined the race in fifth place.

After Ciccotto crashed, Acree was never headed. Moore held on for second place, beating Jensen by just 0.178-second at the line. Ciccotto worked his way back up to fourth, but was nearly 10 seconds behind Jensen at the line. Scott Harwell was little more than a-second-and-a-half behind Ciccotto at the checkered flag.

One of the best races on the track in the later stages of the race was for sixth place between Rich Conicelli, Vincent Haskovec and Andy Caldwell. The three actually hooked up on lap five, but toward the end of the race, it got more intense. At the line, Conicelli beat Haskovec by just 0.255-second with Caldwell another quarter-of-a-second behind.

"I didn't think I'd quite make it to the podium," said Jensen after the race. "But that's why I came down here, to see how well I could do." Jensen, who has been racing for five years and hails from North Dakota, said there wasn't much opportunity to practice riding on curves in his home state. "It's flat. The only curves are on the interstate. Take the clover leaf."

Jensen said he was thinking of trying to get by Moore at the end of the race. "I put in a late-race charge to see if I could catch up to him, but the tires were going off a little bit and I thought I'd just hang it out. I thought I was in fourth, but I guess enough people crashed."

Moore was moved more by his cool-down lap than the race itself. Moore's bike was painted in an American flag paint scheme, and he had a large flag across the back of his black leathers. "I think it meant a lot to the fans. They were standing on their feet on the cool-down lap. It was pretty impressive." As far as the race went, "We gave it the best effort we could. We still had a little room left for improvement, obviously. Lee took off; I wasn't able to catch him. I saw Ben fall, I saw Mike fall, I did the math in my head and pretty much figured it would be wise if I finished the race where I was."

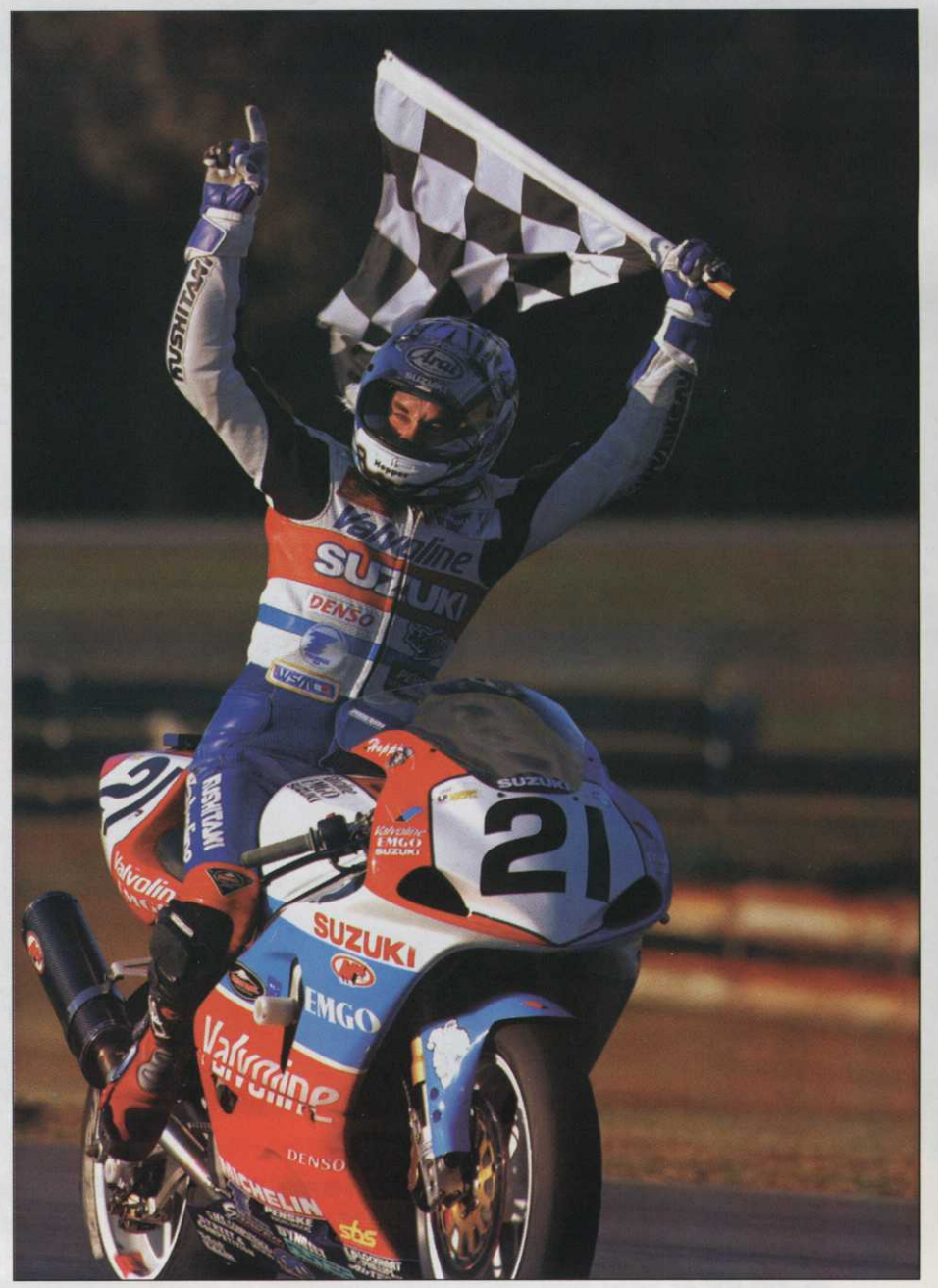
Acree, the reigning Formula USA Sportbike Champion, said, "Now I can really call this place home. I had an advantage on all these guys; I've been here a few times. Nobody else has seen the place until this weekend. I got my first Formula USA Sportbike win here and now my first 750cc AMA race win comes here. Ben was really trying to run a hard pace early probably trying to get away, and when I saw him fall, Mike had a little bit of a gap on me, so I just concentrating on maintaining that and then started easing in on him, hoping I could put some pressure on him. Maybe he would make some mistakes so I could really get on top of him. Unfortunately, he fell. That put me out front and I wasn't sure what kind of gap I had. My teammate was on the same (pit) board as me. For all but the last four laps I was looking at my teammate's split and it was shrinking! At the end they really starting pointing at what part of the board was mine. I saw that I had a gap and tried to settle down."

Gobert Wins Lockhart-Phillips Formula Xtreme Race, But Hopkins Is The Champion

Graves Motorsports Yamaha's Aaron Gobert took his first AMA National race win with a solid victory in the Lockhart-Phillips USA Formula Xtreme final at VIR. Gobert took the lead early and slid his Dunlop-shod Yamaha YZF-R1/R7 hybrid around Virginia International Raceway's technical 2.25-mile North course to a convincing win. Team Valvoline EMGO Suzuki's Grant Lopez returned to top form with a second place at VIR on his Michelin-equipped GSX-R1000 after struggling with shoulder injuries through the middle of the season. Bruce Transportation Group's Josh Hayes ended his season and time with American Honda with a close third-place finish, a wheel short of Lopez at the line.

With all due respect to the Formula Xtreme podium finishers at Virginia, most eyes were on Lopez's teammate John Hopkins and Gobert's teammate Damon Buckmaster. The two riders came into VIR tied in Championship points and knowing that they

continued on page 54



John Hopkins celebrates his Formula Xtreme Championship at VIR. Photo by Brian J. Nelson.

GSX-R

THE FASTEST FOUR LETTERS ON THE PLANET

JOHN HOPKINS, AMA FORMULA XTREME **CHAMPION**

JIMMY MOORE, AMA 750 SUPERSPORT **CHAMPION**

There are two things these three winners have in common. They're all 2001 Champions. And they all ride GSX-Rs. Which should help you arrive at a warp-speed decision regarding which GSX-R you should choose from our line: the awesome GSX-R1000, the totally dominant GSX-R750, or the incredible GSX-R600. All three models await your decision at the Suzuki dealer near you. But we'd advise you to hurry. They go fast.

CALL 1-800-828-RIDE OR VISIT US ON THE WEB AT WWW.SUZUKI.COM FOR MORE INFORMATION. Suzuki firmly believes that racing belongs in one place – on the racetrack. We want every ride to be safe and enjoyable. So always wear a helmet, eye protection and protective clothing. Never ride under the influence of alcohol or

MAT MLADIN, BACK-TO-BACK-TO-BACK AMA SUPERBIKE CHAMPION

GSX-R1000

GSX-R750

GSX-R600

SUZUKI
www.suzuki.com

other drugs. Study your owner's manual and always inspect your Suzuki before riding. Take a riding skills course. For the course nearest you call the Motorcycle Safety Foundation at 1-800-446-9227. Professional riders pictured in sanctioned closed course competitions. The Suzuki GSX-Rs are engineered for experienced riders.

continued from page 51

only had to beat the other to claim the title. Both suffered troubles through the race, but Hopkins, 18, overcame his obstacles to take fourth place and his second AMA National Championship in as many years. Buckmaster finished fifth in the race and one point behind Hopkins in the Championship. (Buckmaster lost the 2000 AMA 750cc Superport Championship to Hopkins by three points.)

The possible point scenarios coming into the final race were made a bit more simple when Attack Suzuki's Jason Pridmore claimed the bonus point for earning the pole position with a 1:27.073 on Dunlop qualifying tires in Friday's single, 40-minute qualifying session, thanks in part to a mid-session talk with former teammate Mat Mladin. "Mat's just a good friend of mine. He has a lot of experience on the qualifier. So it helps me to talk to him a little bit," said Pridmore, who said he was 70 percent healthy. "I felt like I could've gone faster on my second lap. I had a couple of backmarkers. I could have gotten into the 26s I think."

Judging from lap times, Pridmore looked to be the odds-on favorite to win the race. Unfortunately, Pridmore's roller coaster 2001 season ended on a down note when he crashed in 600cc Supersport qualifying on Saturday morning and broke his left collarbone; Pridmore was unable to race in Saturday's Formula Xtreme final.

Early in the 600cc Supersport race at VIR, Aaron Yates (20) leads Miguel Duhamel (17), Eric Bostrom (32), Kurtis Roberts (1), Roger Hayden (95), John Hopkins (21), Anthony Gobert (16) and Tommy Hayden. Gobert won after losing Yates and Duhamel in late-race traffic. Photo by Brian J. Nelson.

Jimmy Filice (3) leads Simon Turner (101), Rich Oliver (7), Randy Renfrow (2) and Chuck Sorensen (1) at the start of the 250cc Grand Prix race at VIR. Oliver won the race, and Filice won the Championship. Photo by Brian J. Nelson.

Hopkins used a soft Michelin Super Pole tire to lap at 1:27.114, second-fastest in his first time qualifying on an actual qualifying tire, and would line up on the grid next to Gobert (1:27.400) and Hayes (127.421). Gobert was full of confidence even before hearing the news that Pridmore wouldn't start the race, while Hayes was left scratching his head after trying two Dunlop qualifying tires and only gaining 0.2-second compared to the best time he turned on his race tire.

Pridmore's teammate Tom Kipp headed row two with a 1:27.447 on Dunlops. Struggling to find the proper weight balance on his Yamaha to gain confidence in the front end, Buckmaster spent more time on pit lane than on the track during the qualifying session and ended the session sixth-fastest at 1:27.797. Lopez qualified seventh-fastest with a 1:27.847 on Michelins. The 1999 Canadian Superbike Champion, Francis Martin, brought his race-winning Suzuki GSX-R1000 to VIR and qualified eighth-fastest with a 1:28.630 on Dunlops.

When the lights turned green, Hopkins and Gobert both launched hard and bumped fairings as they carried their front wheels off the line. Lopez also got a good launch from the second row, and the three riders sped toward the first corner. Hopkins got into turn one first followed by Lopez, Gobert and Hayes three-wide and then Buckmaster. Gobert made the first move on the first lap, held a tighter line through turn 5A and passed Lopez at the exit of the "Snake" section of the track.

Hopkins, Gobert and Lopez opened up some daylight between themselves and the next group of Hayes, Buckmaster and Kipp. At the start of lap two, Kipp challenged Buckmaster for fifth on the brakes for turn one, but Kipp ran wide and wouldn't be a factor again due to a clutch problem.

Back at the front, Hopkins was still leading but he appeared to be holding up Gobert on the tough-to-pass circuit. Lopez followed closely in third.

Buckmaster started to push forward on lap four, overtaking Hayes on the brakes into turn one to take fourth place. On the very next lap, Hopkins ran wide in turn three and Gobert was finally able to roll past into the lead. Once Gobert was in front, the middle brother of the Gobert racing family was free to ride his own race, which included a spectacular display of sliding his Yamaha YZF-R1/R7 and spinning the rear Dunlop. "I like the bike to feel loose underneath me. I guess if it's got traction I don't feel right. That's the difference between me and Buckmaster. So we don't really share much set-up. That's the way I set the bike up, and I was happy. That's what I said to my brother before I went out. I said, 'You watch, I'm going to get some good slides on TV today.'"

"You know, there's only so much you can do." said Gobert when asked about helping his teammate Buckmaster. "You can't control the way a race is going to go. I just did the best I could, and when I was in front, I just thought, well, it's up to him now, you know. And that's the way it should be." Gobert didn't run away, but the 20-year-old did eventually win by 2.7 seconds.

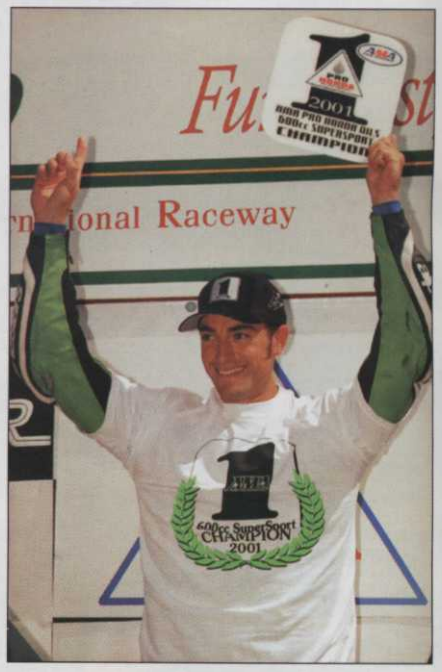
Hopkins was sitting in second and looking good in terms of taking the Championship with his teammate riding shotgun right behind him in third and Buckmaster well behind in fourth. But at the halfway point of the race Buckmaster and Hayes began to close on Hopkins and Lopez. On lap nine, Hayes got a great drive out of the final corner and passed Buckmaster for fourth coming down the front straightaway and closed the remaining gap to Hopkins and Lopez.

Then Hopkins encountered an unexpected hurdle: The titanium pinch bolt that held the steering head offset eccentric in the top triple clamp of his bike broke. "I do recall that lap right before I got by him, a part, a bolt or something, hit me up there in the back side, and that must have been whatever it was," remembered Lopez. "I didn't expect him to drop back to fourth. I figured he would come back past me again. I didn't realize something had broke." Lopez passed Hopkins on lap 12 when Hopkins again ran wide in turn three.

"I saw something fall off of Hopkins' bike," confirmed Hayes as well. Hayes dropped Hopkins to fourth on the next trip down the front straightaway. Hopkins was now only one position in front of Buckmaster.

The steering stem of Hopkins' Suzuki was now able to move back-and-forth about 15mm in the upper triple clamp, causing serious front-end stability problems. The resulting vibration and chatter was so bad it could be seen on TV monitors as well as by the naked eye from the side of the track.

"Yeah, it was pretty bad," said the teenager from Ramona, California. "I didn't know what had happened. It just started shaking real bad through the front at the entrance to every corner. I just tried to be smooth and kept an eye on my board to see where Damon was. It was pretty tense there for a while."



Kawasaki's Eric Bostrom, the 2001 AMA 600cc Supersport Champion. Photo by Brian J. Nelson.

Unfortunately for Buckmaster, his bike wasn't handling the best either. "It was a pretty consistent gap for the first seven laps of the race," recalled Buckmaster. "Unfortunately, the more I kept pushing it into the mid-1:28s the hotter it got towards the end. As the tire went off toward the end, we lost a lot of balance and consistency in the way the bike worked. I kept pushing, but it wasn't enough."

Hopkins was able to manage his loose forks better than Buckmaster was able to control his expired rear tire, and the gap between the two Championship hopefuls grew from 2.7 seconds on lap 13 to over five seconds at the finish.

Gobert won his first-ever AMA National, but Hayes wasn't about to settle for third and continued pushing on the final laps. Hayes made up 1.5 seconds on Lopez in the last four laps and made a run to pass Lopez at the

flag. "I think I might have been able to get Grant at the line but I didn't want to hit the man with the flag. I checked up a little bit so I wouldn't hit him," said Hayes about starter Bobby Lemming.

Hopkins' fourth was good enough to earn him the 2001 AMA Formula Xtreme Championship by one point over Buckmaster. "I had that crash the first race of the season, so I had to make up from there," Hopkins told reporters, referring to the incident at Sears Point in which Roger Hayden hit him from behind, with both crashing out. "I've just been climbing all the way back up to the top. And then unfortunately for Damon, fortunately for me, he had a bike problem there at Pikes Peak, so that tied us up. I wanted the Championship really bad for myself and for the team. I mean, because of how hard they work, guys like Barry McMahan, Gary Evans, and Keith Perry. (Team owner) John Ulrich gave me an opportunity, and I'm just trying to shine for him. It's been great. I just want to keep progressing from here."

Behind Buckmaster's fifth place, Kipp came home a lonely sixth. Suzuki Fast Company's Francis Martin took seventh by passing Erion Honda's Jake Zemke down the front straightaway early in the final event. Zemke, like Buckmaster, felt that a lack of practice time for the Formula Xtreme class—and rules restricting who can and cannot participate in Thursday practice—hurt his results. Hooters Suzuki's Mike Ciccotto took ninth on the same Supersport-spec GSX-R750 that he had used to lead the 750cc Supersport race earlier the same day. Steve Grigg rounded out the top 10 after wrestling the spot away from Arclight Suzuki's Scott Harwell and Geoff May.

Gobert Wins Pro Honda Oil 600cc Supersport Race, Bostrom Wins Title

Coming into the final round of the AMA 600cc Supersport series for the 2001 season, Kawasaki's Eric Bostrom had a 31-point advantage over Honda's Miguel Duhamel. Bostrom only needed to finish 23rd to take the Championship if Duhamel won and nabbed the two extra points for leading the most laps and taking the pole at VIR.

It should have been no problem for Bostrom, who had already won three races in the series and whose worst finish was fifth, at Daytona. In the end it wasn't; Duhamel took a close third at the end, and Bostrom was seventh after running as high as third in the race.

The race was also a great personal victory for Yamaha's Anthony Gobert, who broke his left wrist in a crash during Superbike practice at Loudon and has spent the rest of the season recovering to full fitness. Following Loudon, Gobert finished progressively better in 600cc Supersport races, seventh at Laguna, fifth at Mid-Ohio, third at Brainerd, second at Pikes Peak and, finally, winning at VIR. Describing his wrist as being at least 90 percent, Gobert won a last-lap dash to the flag with pole-sitter Aaron Yates on the Yoshimura Suzuki.

At the start of the race it was Yates, Duhamel and Bostrom leading into turn one. At the end of the first lap, Duhamel powered past Yates coming down the front straight, with Yates using the brakes to retake the lead in turn one. As Yates and Duhamel swapped the lead at the front, reigning Champion Kurtis Roberts came up from fourth place, passing Bostrom on lap three and heading out after the lead duo. Roberts took second place from Yates on lap five, but that is as far as he would get.

A waiting game paid off for Tom Montano (14), who shadowed his Buell Pro Thunder competition until it faltered. Here, Montano chases Dave Estok (2), Mike Ciccotto (13) and Tripp Nobles (87). Photo by Brian J. Nelson.

Gobert didn't get the best start at the beginning of the race, starting on the front row but finding himself in seventh at the end of the first lap. But Gobert turned the fastest laps on the track, and caught the leaders by the fifth lap. Running down Duhamel, Roberts and Yates, Gobert slammed past all three in turn one to take the lead briefly at the beginning of lap eight. Gobert ran wide, however, and Duhamel retook the lead.

On the following lap, Gobert once more pushed to the front in turn one, getting by Duhamel, and this time Gobert made it stick as he led Duhamel, Yates and Roberts.

Gobert held the lead for two laps until Yates came up and took it away on the brakes in turn one. On the same lap, Roberts slipped from fourth to fifth as Valvoline EMGO Suzuki's John Hopkins took over the position.

Duhamel shoved Gobert back to third on lap 11. But Gobert came back with less than two laps left, drafting by Duhamel's Honda on the front straight to take second. On the last lap, Gobert stuffed it underneath Yates in turn one to take the lead again. Yates got balked by a backmarker in the esses, and Gobert got away, winning by 1.138 seconds. Yates finished second, with Duhamel 0.182-second behind him. Hopkins held on for fourth, with Roberts finishing well behind in fifth. Yamaha's Tommy Hayden was sixth, a position he held for the last dozen laps of the race, with new Champion Bostrom behind him, more than 20 seconds behind Gobert.

Late in the race, Duhamel said, "I was behind Aaron and I was just too lax, not thinking too much about Anthony. I was thinking about waiting for the last lap. There's a few places I felt I was faster—it's always easy to be faster when you're behind. I was being lazy on the brakes going into turn one and then waiting to go for the last lap, go in there deep and try to surprise people. All that was good until Aaron came by me. Then he got in front and picked up the pace and then we ran into these lapped riders that were really dicing for whatever place they were, they didn't want to let anyone by. That kind of took me out on the last lap. One guy really stuffed me and another guy stuffed Aaron. I thought I had a bit more tires left at the end. Then when I tired to give it more stick it started spinning up a bit." Duhamel said he couldn't get by on the last lap in turn one because Gobert and Yates "Were so tight on the inside in turn one, the only way I could have passed them is do the famous grass move that I've got down almost."

Yates said he wasn't comfortable when he was in the lead. "At the beginning of the race it's always kind of strange because you can't decide how fast you want to go, how fast is fast enough. You're looking at the (pit) board, seeing if you're pulling a gap. You wish somebody would pass you so you could have someone to race (with)." Yates was conscious that his downfall came in the first turn of the last lap. "Anthony showed up right at the last minute and there was just nothing I could do but hope that he'd go wide, and he didn't. I was trying to stop just to get turned and shoot up under him, but he just stopped right there in the turn, too." Lappers ended any hope Yates had of regaining the lead on the last lap. "I just about ran over one guy because he was coming in on me, and I had to stand the thing up. I about ran off the track. Miguel had a little problem, too, and he wasn't that close to me, so I managed to stay in front of him."

The worst part of the race for Gobert was the start. Going into turn one, "Kurtis (Roberts) came through pretty late and brushed past and I sat it up," said Gobert. "Then Roger Hayden was coming around the outside and I bumped a few guys and nearly went down. That got me going because I realized that's the kind of race it was going to be. I got held up behind Hopkins and Roger Lee for four or five laps and these guys were getting away from me. I thought maybe I wasn't going to be able to get second in the Championship; that was the only thing I cared about. Once I got past Hopkins it seemed like I made probably a second or a-second-and-a-half. Miguel's bike was working a little better than mine. I was getting on the power and losing time going sideways and he was just driving. I knew it was going to be hard to beat him from there. I was getting a real bad run coming onto the start/finish straight. I thought if I can just get that right, and get a good run, maybe I can even get both of them. Luckily I did that. I ran really far out and stopped and turned and squared it up and got a really good drive. Luckily I got a good run through the lapped traffic, which was kind of a surprise to me."

Bostrom's Championship in the 600cc class was the first one for Kawasaki since Duhamel won it for Team Green in 1993, and it was only the second time Kawasaki has won the title. Losing the title last year by the narrowest of margins "Definitely set my mind straight going into the winter time," said Bostrom. "We almost won the Championship, but there were a few races where we should have gotten points. This year I didn't care if I fell off, I was going to go out and win as many races as I can. It's nice to come into this last race with a big points cushion, but all the same, it's the worst thing you can do, too, because I want to go out and race. Then to come out here and cruise around, it's way stressful. I'm just happy it's done with. In the beginning the pace wasn't all that hot. I was just cruising around and things were fine. Then things heated up a bit and people behind me started coming forward. It looked like there were about six or seven of those fast guys and when the six of them went by I decided I'll just cruise here. I had a huge cushion in front of me and behind me. That was just the safest strategy, but, for sure, my heart was in it to race up front."

Jimmy Filice, 2001 AMA Grand Prix Champion. Filice also won the Championship in 1991 and 1993. Photo by Brian J. Nelson.

In MBNA 250cc Grand Prix Race To Oliver, Championship to Filice

Team Oliver Yamaha's Rich Oliver took his 56th career AMA 250cc Grand Prix race win by six seconds over GP Tech Yamaha's Chuck Sorensen and Randy Renfrow. Corbin Yamaha's Jimmy Filice struggled to finish the race in sixth, but Filice's effort was enough to win his third AMA 250cc Grand Prix Championship by a single point over Oliver.

Most would think a 14-point advantage coming into the last round would ensure an easy weekend for a man who had finished on the AMA 250cc podium in all but one of the races already run in the 2001 season, but Filice's final race weekend went far from smoothly. Filice crashed hard in turn one at VIR when his bike's engine seized in practice on Friday. Filice refused treatment from the infield medical center but then changed his mind about needing medical attention after reaching his pit and went to the local hospital.

"My pain threshold is very high,"

continued on page 56

continued from page 55

explained Filice. "After my car accident a few years ago, I deal with pain every day of my life. So when I have new pain it worries me. When I got back to the paddock, I felt funny. So we went. They gave me X-rays, MRIs, and CT scans. It turns out that I just strained the muscles in my neck and got a concussion." Filice was at the Danville Memorial Hospital until 11:30 p.m. Friday night.

Filice spent Saturday morning carefully breaking in a new engine while his rival Rich Oliver continued to refine his set-up and lead the practice time sheets. Oliver said that he had changed practically everything on the bike looking for a perfect race set-up, including four different gear boxes.

The drama was not over for Filice. When his crew started the bike after making some adjustments following practice, the engine made crank-failure noises. The crew immediately started pulling the engine out of Bruce Lind's bike, which World Sports had borrowed as a back-up. Lind himself was at VIR, and helped the crew combine the bottom end out of Lind's bike with the top end from Filice's bike.

In the first heat race on Saturday to determine grid position, Bridgestone's Ed Sorbo took the holeshot only to be passed by Filice on the outside as they braked for first-gear turn one. Simon Turner and Randy Renfrow soon joined Filice at the front as Sorbo faded to battle for fourth with Michael Hannas. Turner, happy to finally not have the large disadvantage of being the only rider learning a new racetrack, battled back-and-forth for the lead with Filice and Renfrow. Renfrow led the start of the last lap only to have Filice and Turner both come by before the finish line. Filice won the heat race over Turner and Renfrow with Hannas snatching fourth by a wheel over Sorbo.

Filice said afterwards that he was amazed at how well his combo-bike ran, and that he was relieved that winning the heat race was as easy for him as it was.

Heat race two started off with Oliver, Sorensen and two-time WERA 125cc Champion Michael Himmelsbach fighting for the lead, but Oliver soon took charge and beat Sorensen, who pulled a small advantage over Aprilia RSV250-mounted Himmelsbach. Sun Sports' Perry Melneciuc took fourth ahead of Chris Pyles, another former WERA 125cc Champion.

Oliver was on pole for the final by virtue of winning the faster of the two heat races. Filice lined up second on the grid beside GP Tech Yamaha teammates Sorensen and Turner. The second row included Himmelsbach, Renfrow, Melneciuc and Hannas.

When the lights turned green on Sunday, former drag racer Filice led off the line with Oliver, Sorensen and Hannas in tow. Turner shot all the way up to second past Oliver into turn one with Renfrow slotting into fourth ahead of Sorensen by turn seven. After the first lap, Filice led Oliver, Renfrow, Turner, Sorensen, Himmelsbach and Hannas. Oliver had the better drive and passed Filice down the front straight. As they popped up from behind their bubbles to brake for turn one, Oliver, Sorensen and Renfrow all out-braked Filice and contested the lead three-wide into turn one. Oliver emerged with the top spot over Sorensen and Renfrow. The lead three opened a gap on lap two, and by the third lap Oliver and Sorensen were dueling for the lead while Renfrow fought over third with Turner and Filice.

The Oliver/Sorensen duel lasted for two laps before Oliver, the master, began to pull away from Sorensen a-tenth-of-a-second at a time. Oliver knew that the only thing he could do to win the Championship would be to win the race, and he did just that. Oliver pulled away to win by 6.3 seconds over Sorensen, who was just as clear in second.

"We knew what we had to do," Oliver told reporters afterwards. "So there wasn't much thought or strategy that went into the race. I came here with not very much pressure on me. I didn't think that I had much of a chance to win the Championship after the cancellation of Willow Springs which I've got to say on record, 'Postponement, yes. Cancellation, no.'"

"I tried to hang on to Rich there at the beginning," said reigning 250cc GP Champion Sorensen. "I wanted to stay with him, but he was consistently in the lower 1:29s through practice and the heat race. That was a tough pace for me. He got away and I just kind of ran my own race. My bike started detonating early on. I've got a counter that shows that. I had a lot of counts early and then they started to subside. So at least I knew that I would finish the race, but those pistons probably aren't looking too pretty right now."

The quest for the last spot on the podium was hard-fought by Renfrow, Turner, Filice and Himmelsbach. Renfrow stayed in front of Turner and Filice thanks in no part to his John Lassak-tuned bullet of a TSR-Honda while Himmelsbach fought to get clear of Hannas and up to third. Hannas later said that he decided to take seventh and finish the Championship third in points rather than risk a crash in the last race.

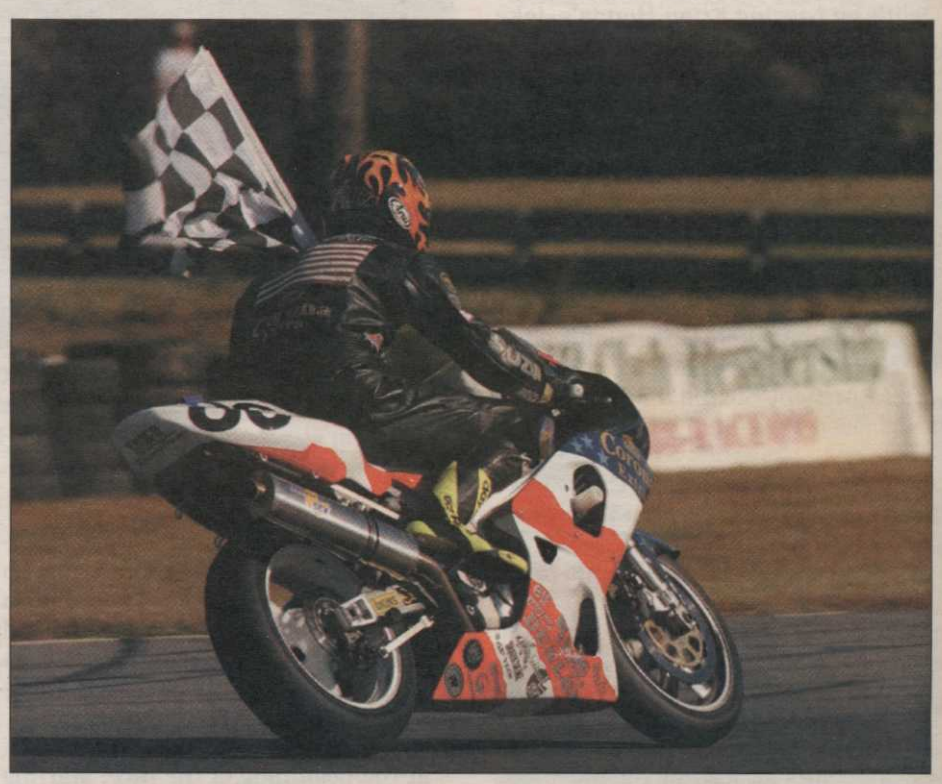
Himmelsbach began closing in on Filice as the Champion-elect faded back with an ill-running Yamaha. "I felt the thing surge up on me coming down the front straightaway and it tied up on me there earlier in the week. I didn't know. So I started backing off and short-shifting and not over-revving it. I knew that I had a gap on Michael Hannas and it was okay. I wanted to race with the guys, but I did what I had to do," said Filice. With what would later be found a pinched ring caused by ingested debris, Filice managed to stay in sixth ahead of Hannas. If Filice had fallen back one more position he would have lost the title.

Renfrow also faded through the middle of the race with arm pump on the physically demanding track. From lap 11 to lap 15 of the 17-lap race, Irish Bike columnist Simon Turner was alone in third and looking forward to ending his year with a podium finish in the second-toughest field of the season. But Renfrow was able to relax his arm enough to make a late-race charge to the front. "I just got really, really, really tired," said 45-year-old Renfrow. "My forearms pumped up so bad I couldn't go from off the brakes and onto the throttle smoothly anymore. That was probably the most front-end saves that I've done in probably the last 10 years." Renfrow made up at least a second per lap over several laps and was pulling Himmelsbach along with him. Renfrow blew past Turner's slower bike down the front straight on the penultimate lap. Turner fought back in front of Renfrow on the white-flag lap, but Turner caught a lapper badly in the final set of corners and was passed by both Renfrow and Himmelsbach in the run to flag.

Filice was sixth, Hannas seventh. Melneciuc struggled with a TZ250 that had no bottom end pull. With what was later discovered to be a loose airbox tube, Melneciuc finished the race eighth and the season in fourth. Ninth place went to Sorbo thanks to a top-speed advantage over teenager Cory West in 10th.

Montano Waits And Wins In Buell Pro Thunder

Munroe Motors' Tom Montano was the last man standing in 14-rider Buell Pro Thunder final at Virginia International Raceway and took home his second win of the season, on a Dunlop- equipped Ducati 748. With one round remaining in the 2001 Pro Thunder series, Montano has a big points lead in the series, which counts each rider's best 8-out-of-10 finishes.



AMA 750cc Supersport Champion Jimmy Moore (86), taking a title victory lap at VIR on his American-flag-motif GSX-R750. Photo by Brian J. Nelson.

Hal's Performance Advantage's Mike Ciccotto was fastest all weekend at VIR but a puncture in the sidewall of his rear Pirelli slick slowed him during the final, resulting in a distant second-place finish. Firestorm Racing's Chris Normand finished the race in third on a Pirelli DOT-equipped Suzuki SV650, had the finish taken away from him for being under a no-longer-in-effect 380-pound minimum weight limit, then had the podium finish given back to him two days later when AMA Pro Racing officials realized that they had made a mistake.

The first five-lap Pro Thunder qualifying heat race was a burner. Tilley Harley-Davidson/Buell teammates Dave Estok and Tripp Nobles battled with Montano for the entire distance. Montano led the fourth lap but was passed by both Nobles and Estok on the brakes into turn one on the final lap. Estok won the race over Nobles, Montano and Normand.

The second heat race featured more bad action than good. Ciccotto grabbed the holeshot with defending Pro Thunder Champion Jeff Nash moving past Dr. David Kieffer, M.D. for second in turn one. Kieffer crashed unhurt on the first lap while Ciccotto led Nash by one second. Nash then lost the front of his Ducati 748RS in turn 17, the "Hog Pen". Nash injured his right hand, broke three ribs and was done for the rest of the weekend. Ciccotto went on to take a commanding win over SV650-mounted Steve Keener, Josh Bryan on a Buell and Deborah Venega on a Ducati.

Ciccotto took pole position by winning the faster heat race. Estok would line up second on the grid spot with Nobles and Keener filling out the front row. Bryan, Montano, Venega and Normand made up row two.

The final race started with Buell riders Ciccotto, Estok and Nobles fighting back-and-forth while Montano sat back in fourth. Although he admitted that the pace was definitely fast, Ciccotto said later that he was holding some in reserve. On lap seven, Ciccotto out-braked Estok into turn one and put his head down in an attempt to break away.

Ciccotto had begun to open a gap on lap eight but on the next lap was passed down the front straight by Estok. At first, it seemed that Ciccotto faced mechanical gremlins, but it turned out that Ciccotto's rear tire was losing air right out of the R in the "Pirelli" molded into the sidewall. "I got a little bit of a gap," said two-time Buell Lightning Series Champion Ciccotto. "The next thing I know, the bike started sliding around a lot. So I backed it down thinking that I needed to save my tire. It just got worse and worse and was sliding around in lefts and rights. It turns out we had a hole in the sidewall of the tire and it went down real slow."

Just as quickly as Estok took the lead from Ciccotto on the front straight, Montano double-drafted Ciccotto and Estok to take the lead in turn one. Estok and Montano battled as Ciccotto dropped back into Nobles' sights. On lap 11, Nobles looked to use a lapped rider to his advantage in the final corners, hoping to make up time on Ciccotto. Unfortunately, Nobles hooked his front brake lever on the slower rider's leathers, locked his Buell's front brake and went down

hard but unhurt in the Hog Pen.

With Ciccotto slowing, the race for the win was still close between Montano and Estok. Estok owned turn one with his late braking, but Montano was sizing Estok up for a run from the last corner to the finish line. However, the battle wouldn't last that long. On lap 15, Montano led Estok as Estok's Buell began to cough loud enough for Estok to lose ground and Montano to hear. "Tom turned around and looked one time," said Estok. Estok was determined to press on and closed a huge gap to Montano on the brakes for turn one, passing Montano. Then Estok's bike coughed and died. Montano had nowhere to go and hit Estok. "Before I knew it, he put his hand up when it went south completely," explained Montano afterwards. "I was already committed to the inside and he started moving over. I hit him, the bars went sideways, and I almost went down. Thank God I didn't. After that I saw on my board that I had a pretty big lead. So I just cruised around."

Montano recovered quickly and carried on. Estok furiously flipped switches until his Buell came back to life in time to hold onto second place ahead of Ciccotto. But Estok's Buell was near its limit. "I got it going again when I hit the tank with my fist the first time," laughed Estok. "The next time it happened, I hit it plenty of times with my fist but it was done. We think it may be electrical or a vapor lock in the gas tank."

Montano cruised home to a 17-second victory over Ciccotto. "One of the things we've tried to do this year with the Buells was get off the line, stay glued to them and try to pressure them," said Montano in the post-race press conference. "Sooner or later, something's going to give on them. I don't like to win that way but it's part of the game. We've all had our difficulties this year. It was definitely a fun race."

Normand, a former WERA National Endurance Series Class Champion, came home a distant third after riding the 42-lap Superbike race and 17-lap Pro Thunder race back-to-back. Normand didn't know where he finished and had to be told to go to winner's circle to celebrate his first AMA National podium finish. "I had the bike in the trailer, and I saw the guys' practice times on Friday," Normand said after the race. "I thought, 'Man, I think I can get a top-10 finish pretty good.' So I went ahead and entered and here I am. I was mainly just trying to ride around. If I had known I could do that good, I would've put race gas in it!"

About an hour after the race, Normand was told that he was disqualified for weighing 352 pounds in a class requiring all machines to weigh 380 pounds—even though that rule was actually eliminated for non-desmo machines under 850cc, with a Competition Bulletin issued announcing the rule change on February 9. At VIR, AMA officials had apparently forgotten about the rule change, the rulebooks had been printed before the change, and Normand just accepted his fate. The results were revised to show Thomas Fournier placing third on his Ducati 748 after a race-long battle with SV650-

continued on page 58

Choose your race bike

We've got you covered.

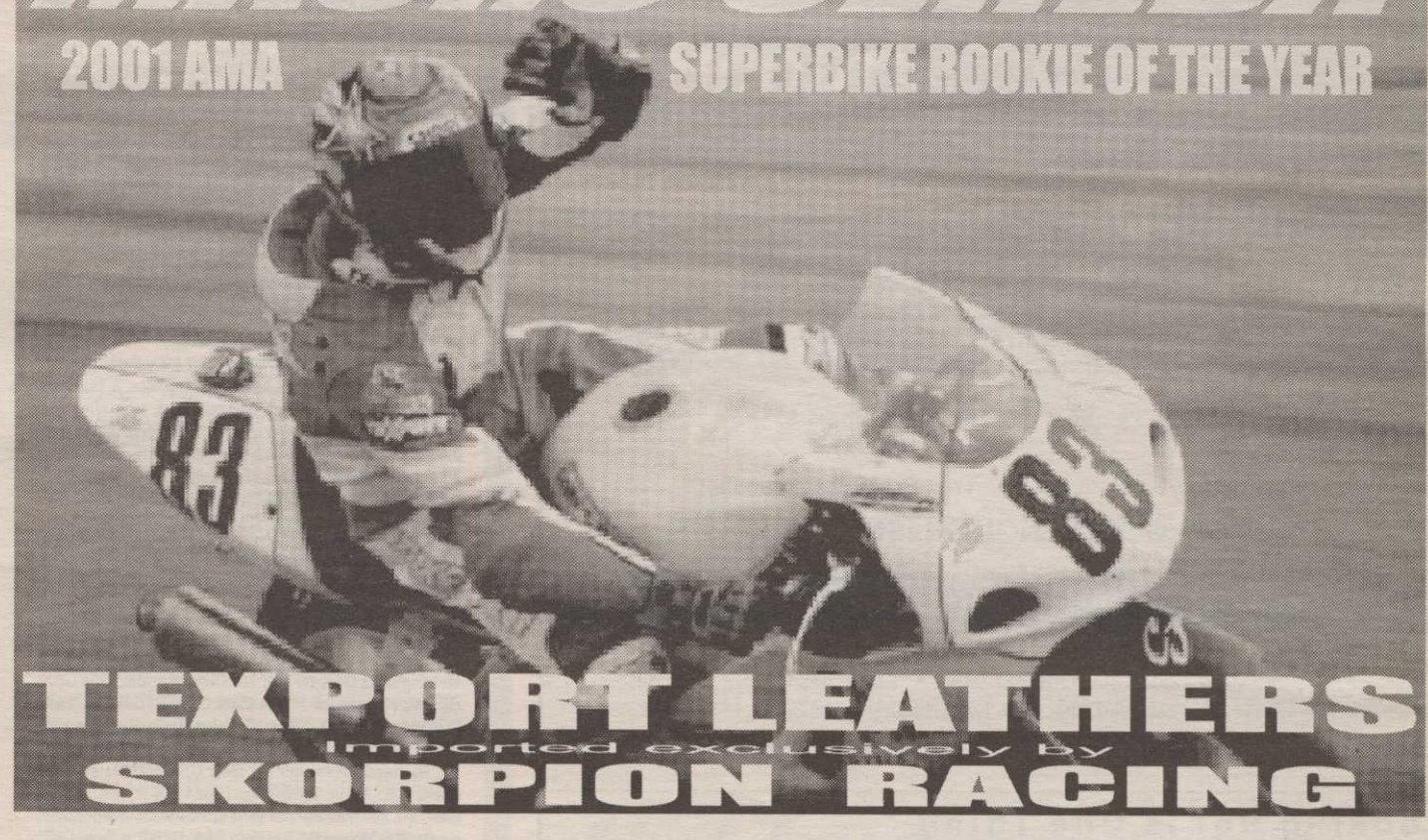
Sharkskinz Racing Bodies
are the choice of
Factory Yamaha Racing,
Yoshimura Suzuki,
Team Chaparral Suzuki,
Erion Racing & Hooters Suzuki

Now available:
R6, R7 and F4
R7 style for R1
SV650 and Aprilia

Phone 561.388.9621
Fax 561.388.9680
www.sharkskinz.com

SHARKSKINZ
RACING BODIES

CONGRATULATIONS!!!
MAURO CEREDA
2001 AMA SUPERBIKE ROOKIE OF THE YEAR



TEXPORT LEATHERS
Imported exclusively by
SKORPION RACING

FREDDIE SPENCER'S PRODUCT LINE HIGH PERFORMANCE

MICHELIN
Race Tire Distributor

Pilot DOT's Slick & Rains
In Stock Now!

For Michelin Tires West of The Rockies Call
702.591.8915 or visit our web site at
www.fastfreddie.com

UPS Daily
MasterCard, Visa
American Express
C.O.D.

MTA
33162 Beechwood
Westland, MI 48185
fax 734-513-0213
1-800-288-4682
mtatires.com

Racer Support
Qty. Discount
Available

Rain

Slick

BRIDGESTONE
All sizes in Race Slicks & Rain tires in stock

DISCOUNT MOTORCYCLES AND PARTS

MOTO Connection

• Over 450 used, light-damaged, theft recovery & clean used motorcycles.
• 1000s of parts, engines, frames & discount tires.
• Parts Locator, Export Worldwide
• Complete salvage facility

CALL US FOR YOUR MOTORCYCLE NEEDS.

Ph: 305-687-6686 FAX: 305-687-9141
Monday-Saturday 9-6
Bikes For Sale At: www.motoconnection.com
E-mail: motos@bellsouth.net

14655 NW 26 Ave.
Opa-locka, FL 33054

BRIDGESTONE

L.K. PERFORMANCE
Your race tire distributor for the southwest region
(Call for pricing)

UPS

Ph# (909) 883-2898
Fax # (909) 883 8211

640-A West 40th St.
San Bernardino, CA 92407

PURE CARBON/KEVLAR BRAKE PADS

LRB
LYNDALL RACING BRAKES, LLC

- Linear!
- Progressive!
- Rotor Friendly!
- Long Lasting!
- Repeatable!
- Trail Braking Capability!

WHEN GOOD ENOUGH ISN'T . . . . . .!

LRB'S GOLD COMPOUND – THE AUTHORITY IN STOPPING POWER!!

Phone: 800 400-9490 • Fax: 760 727-9489 • EMail: paulkitt@sd.znet.com
See our Web Site: www.lyndallracingbrakes.com

Looking Hot Is One Thing
Being Cool Is Everything

The competitive edge used by professional racers
Heather and dad Brian Carroll keep cool at speed on their vintage BSA powered classic sidecar.

CoolStuff™ head and back pads, shirts and pants accelerate your skin's natural ability to dispense heat build-up by making your body's natural heat control system more effective. Tests prove as much as a 6 degree body temperature drop for up to 45 minutes. Physiologists know this leaves more energy for your brain and muscles.

Cool Pants $40.00
Cool Shirts $40.00
Back Pads $44.95
Head Pads $24.95

Get The Competitive Advantage
visit us at: www.motocoolstuff.com or Call 817.917.2790

CoolStuff™
ComforTemp™ Dynamic Climate Control Materials
Outlast

Roadracing World.
Honest Journalism,
Not Mindless Cheerleading.
Subscription Hotline (800) 464-8336.

AMA VIR

continued from page 57

mounted Keener.

Two days after the event at VIR and one day after a report pointing out the AMA's mistake appeared on Roadracingworld.com, Normand received separate telephone calls from Ron Barrick, Rob King and Merrill Vanderslice to apologize for the mistake of not knowing their own rules and wrongly disqualifying him. The mistake could have cost Normand over $1850 in purse and contingency money. **RW**

RESULTS

CHEVY TRUCKS SUPERBIKE FINAL: (September 30): 1. Nicky Hayden (Hon RC51); 2. Anthony Gobert (Yam YZF-R7); 3. Kurtis Roberts (Hon RC51); 4. Doug Chandler (Kaw ZX-7R); 5. Miguel Duhamel (Hon RC51); 6. Aaron Yates (Suz GSX-R750); 7. Andreas Meklau (Duc 996); 8. Tommy Hayden (Yam YZF-R7); 9. Steve Rapp (Duc 996); 10. Eric Bostrom (Kaw ZX-7R); 11. Larry Pegram (Duc 996); 12. Mat Mladin (Suz GSX-R750); 13. Pascal Picotte (H-D VR1000), 41 laps; 14. Jordan Szoke (H-D VR1000), 41 laps; 15. Andrew Deatherage (Suz GSX-R750), 40 laps; 16. Mauro Cereda (Suz GSX-R750), 40 laps; 17. Jimmy Moore (Suz GSX-R750), 40 laps; 18. Tony Meiring (Suz GSX-R750), 40 laps; 19. Robert Jensen (Suz GSX-R750), 40 laps; 20. Anthony Lupo (Suz GSX-R750), 40 laps; 21. Dean Mizdal (Suz GSX-R750), 39 laps; 22. Chris Normand (Suz GSX-R750), 39 laps; 23. Scott Carpenter (Suz GSX-R750), 39 laps; 24. Anthony Fania Jr. (Suz GSX-R750), 39 laps; 25. Scotty Van Scoik (Suz GSX-R750), 39 laps; 26. Wade Buffington (Suz GSX-R750), 39 laps; 27. Mike Fitzpatrick (Suz GSX-R750), 39 laps; 28. Chris Rankin (Suz GSX-R750), 39 laps; 29. Brandon Bashore (Apr RSV1000), 38 laps; 30. Rich Conicelli (Suz GSX-R750), 23 laps. Race Distance, 42 laps, 94.50 miles; Race Time, 1 hour, 1 minute, 37.874 seconds; Race Average Speed, 92.408 mph; Victory Margin, 2.090 seconds; Winner's Average Lap Time, 1:28.045.

CHEVY TRUCKS SUPERBIKE QUALIFYING: 1. Mladin, 1:25.428, 95.238 mph; 2. Gobert, 1:25.549; 3. N. Hayden, 1:25.886; 4. Roberts, 1:26.220; 5. Duhamel, 1:26.281; 6. Rapp, 1:26.366; 7. Bostrom, 1:26.603; 8. Yates, 1:26.613; 9. Meklau, 1:26.642; 10. T. Hayden, 1:26.667; 11. Chandler, 1:26.841; 12. Pegram, 1:27.039; 13. Jamie Hacking (Suz GSX-R750), 1:27.239; 14. Picotte, 1:27.345; 15. Michael Smith (H-D VR1000), 1:27.681; 16. Szoke, 1:28.756; 17. Moore, 1:29.657; 18. Lee Acree (Suz GSX-R750), 1:29.849; 19. Chris Ulrich (Suz GSX-R750), 1:30.197; 20. Deatherage, 1:30.614; 21. Cereda, 1:30.749; 22. Jensen, 1:30.843; 23. Conicelli, 1:30.869; 24. Vincent Haskovec (Suz GSX-R750), 1:31.181; 25. Lupo, 1:31.299; 26. Buffington, 1:31.333; 27. Fania, 1:31.860; 28. Steve Grigg (Kaw ZX-7R), 1:31.888; 29. Mizdal, 1:32.082; 30. Greg Fryer (Yam YZF-R7), 1:32.161.

CHEVY TRUCKS SUPERBIKE FINAL POINT STANDINGS (After 13 of 13 rounds, all 13 count): 1. Mladin, 380 points; 2. Bostrom, 365 points; 3. N. Hayden, 340 points; 4. Chandler, 319 points; 5. Duhamel, 300 points; 6. T. Hayden, 293 points; 7. Rapp, 268 points; 8. Hacking, 267 points; 9. Roberts, 253 points; 10. Meklau, 235 points.

GENUINE SUZUKI ACCESSORIES 750cc SUPERSPORT FINAL (September 29): 1. Lee Acree (Suz GSX-R750); 2. Jimmy Moore (Suz GSX-R750); 3. Robert Jensen (Suz GSX-R750); 4. Mike Ciccotto (Suz GSX-R750); 5. Scott Harwell (Suz GSX-R750); 6. Rich Conicelli (Suz GSX-R750); 7. Vincent Haskovec (Suz GSX-R750); 8. Andy Caldwell (Suz GSX-R750); 9. Anthony Lupo (Suz GSX-R750); 10. David Ortega (Suz GSX-R750); 11. Tony Meiring (Suz GSX-R750); 12. Chris Rankin (Suz GSX-R750); 13. Justin Blake (Suz GSX-R750); 14. Billy Ethridge (Suz GSX-R70); 15. John McGarity (Suz GSX-R600); 16. Chris Ulrich (Suz GSX-R750), 14 laps, crash; 17. Richard Alexander Jr. (Suz GSX-R750), 14 laps, crash; 18. Jamie Thompson (Suz GSX-R750), 6 laps, DNF; 19. Michael Barnes (Suz GSX-R750), 5 laps, DNF, crash; 20. Jeremy Barker (Suz GSX-R750), 4 laps, DNF; 21. Ben Spies (Suz GSX-R750), 2 laps, DNF, crash. Race Distance, 17 laps, 38.25 miles; Race Time, 25 minutes, 40.405 seconds; Race Average Speed, 89.789 mph; Victory Margin, 4.863 seconds; Winner's Average Lap Time, 1:30.612.

GENUINE SUZUKI ACCESSORIES 750cc SUPERSPORT QUALIFYING: 1. Spies, 1:28.149, 92.298 mph; 2. Ciccotto, 1:28.594; 3. Acree, 1:29.354; 4. Moore, 1:29.390; 5. Barnes, 1:29.557; 6. Ulrich, 1:29.896; 7. Jensen, 1:30.388; 8. Harwell, 1:30.591; 9. Haskovec, 1:30.627; 10. Conicelli, 1:30.828; 11. Alexander, 1:31.004; 12. Caldwell, 1:31.131; 13. Meiring, 1:31.443; 14. Lupo, 1:31.966; 15. Ethridge, 1:33.621; 16. Ortega, 1:33.995; 17. Rankin, 1:34.072; 18. Thompson, 1:34.313; 19. Blake, 1:34.798; 20. Barker, 1:35.143; 21. McGarity, 1:35.467; 22. Mitch Baghdoian (Suz GSX-R600), 1:36.042; 23. Scotty Van Scoik (Suz GSX-R750), 1:36.710; 24. Grigg, 12:57.601.

GENUINE SUZUKI ACCESSORIES 750cc SUPERSPORT FINAL POINT STANDINGS (After 10 of 10 races, all 10 count): 1. Moore, 310 points; 2. Haskovec, 229 points; 3. Spies, 226 points; 4. Alexander, 210 points; 5. Ulrich, 208 points; 6. Meiring, 208 points; 7. Ortega, 187 points; 8. Lupo, 179 points; 9. Schmidt, 152 points; 10. Conicelli, 149 points.

LOCKHART PHILLIPS USA FORMULA XTREME FINAL (September 29): 1. Aaron Gobert (Yam YZF-R1/R7; 2. Grant Lopez (Suz GSX-R1000); 3. Josh Hayes (Hon CBR929RR); 4. John Hopkins (Suz GSX-R1000); 5. Damon Buckmaster (Yam YZF-R1/R7); 6. Tom Kipp (Suz GSX-R1000); 7. Francis Martin (Suz GSX-R1000); 8. Jake Zemke (Hon CBR929RR); 9. Mike Ciccotto (Suz GSX-R750); 10. Steve Grigg (Kaw ZX-7R/835); 11. Scott Harwell (Suz GSX-R1000); 12. Geoff May (Suz GSX-R1000); 13. Mauro Cereda (Suz GSX-R750); 14. Chris Voelker (Hon CBR900RR), 16 laps; 15. Scott Carpenter (Suz GSX-R750), 16 laps; 16. Jamie Thompson (Suz GSX-R750), 16 laps; 17. Mark Miller (Hon CBR929RR), 16 laps; 18. Michael McAllister (Yam YZF-R1), 16 laps; 19. Chris Ulrich (Suz GSX-R750), 12 laps, DNF; 20. Tim Bemisderfer (Suz GSX-R1000), 10 laps, DNF; 21. Thomas Montano (Duc 748), 10 laps, DNF; 22. Roger Lee Hayden (Hon CBR929RR), 2 laps, DNF. Race Distance, 17 laps, 38.25 miles; Race Time, 25 minutes, 6.322 seconds; Race Average Speed, 91.821 mph; Victory Margin, 2.788 seconds; Winner's Average Lap Time, 1:28.607.

LOCKHART PHILLIPS USA FORMULA XTREME QUALIFYING: 1. Jason Pridmore (Suz GSX-R1000), 1:27.073, 93.439 mph; 2. Hopkins, 1:27.114; 3. Gobert, 1:27.400; 4. Hayes, 1:27.421; 5. Kipp, 1:27.447; 6. Buckmaster, 1:27.797; 7. Lopez, 1:27.847; 8. Martin, 1:28.630; 9. Hayden, 1:28.757; 10. Zemke, 1:28.910; 11. Ciccotto, 1:29.562; 12. Miller, 1:29.683; 13. Michael Barnes (Suz GSX-R750), 1:29.828; 14. Harwell, 1:30.109; 15. Grigg, 1:30.168; 16. Ulrich, 1:30.365; 17. Bemisderfer, 1:30.650; 18. May, 1:30.977; 19. Richard Alexander Jr. (Suz GSX-R750), 1:31.024; 20. Cereda, 1:31.207; 21. Jeffrey Nash (Duc 748), 1:31.794; 22. Montano, 1:31.930; 23. Carpenter, 1:32.920; 24. Thompson, 1:33.607; 25. Fitzpatrick, 1:33.609; 26. Voelker, 1:34.348; 27. David Kieffer (Duc 984), 1:35.789; 28. McAllister, 1:35.922; 29. James Bonner (Yam YZF-R1), 1:37.863; 30. Stephen Tuel (Yam YZF-R1), 1:39.350.

LOCKHART PHILLIPS USA FORMULA XTREME FINAL POINT STANDINGS (After 9 of 9 races, all 9 count): 1. Hopkins, 256 points; 2. Buckmaster, 255 points; 3. Lopez, 232 points; 4. TIE, Hayes/Zemke, 220 points; 6. Gobert, 219 points; 7. Miller, 174 points; 8. R. Hayden, 160 points; 9. Kipp, 149 points; 10. Pridmore, 74 points.

PRO HONDA OILS 600cc SUPERSPORT FINAL (September 30): 1. Anthony Gobert (Yam YZF-R6); 2. Aaron Yates (Suz GSX-R600); 3. Miguel Duhamel (Hon CBR600F4i); 4. John Hopkins (Suz GSX-R600); 5. Kurtis Roberts (Hon CBR600F4i); 6. Tommy Hayden (Yam YZF-R6); 7. Eric Bostrom (Kaw ZX-R6); 8. Jake Zemke (Hon CBR600F4i); 9. Josh Hayes (Hon CBR600F4i); 10. Grant Lopez (Suz GSX-R600); 11. Lee Acree (Suz GSX-R600); 12. Jimmy Moore (Suz GSX-R600); 13. Aaron Gobert (Yam YZF-R6); 14. Chris Caylor (Suz GSX-R600); 15. Vincent Haskovec (Suz GSX-R600); 16. Robert Jensen (Suz GSX-R600); 17. Daigoro Suzuki (Kaw ZX-6R); 18. David Ortega (Suz GSX-R600); 19. Tyler Wadsworth (Yam YZF-R6); 20. Pedro Valiente (Yam YZF-R6), 16 laps; 21. Kevin Lehman (Yam YZF-R6), 16 laps; 22. Justin Blake (Hon CBR600F4i), 16 laps; 23. Charles Neighoff (Yam YZF-R6), 16 laps; 24. Frank Wiot (Yam YZF-R6), 16 laps; 25. John Trautman (Yam YZF-R6), 16 laps; 26. Mark Simon (Suz GSX-R600), 8 laps; 27. Roger Lee Hayden (Hon CBR600F4i), 6 laps; 28. John McGarity (Suz GSX-R600), 0 laps. Race Distance, 17 laps, 38.25 miles; Race Time, 25 minutes, 19.272 seconds; Race Average Speed, 91.038 mph; Victory Margin, 1.138 seconds; Winner's Average Lap Time, 1:29.369.

PRO HONDA OILS 600cc SUPERSPORT QUALIFYING: 1. Yates, 1:28.246, 92.197 mph; 2. Bostrom, 1:28.302; 3. Anthony Gobert, 1:28.330; 4. T. Hayden, 1:28.740; 5. Duhamel, 1:28.960; 6. Roberts, 1:28.964; 7. Hopkins, 1:29.248; 8. R. Hayden, 1:29.776; 9. Caylor, 1:29.833; 10. Hayes, 1:30.024; 11. Acree, 1:30.035; 12. Zemke, 1:30.234; 13. Jason Pridmore (Suz GSX-R600), 1:30.286; 14. Lopez, 1:30.369; 15. Moore, 1:30.749; 16. Aaron Gobert, 1:30.811; 17. Jensen, 1:30.938; 18. Suzuki, 1:31.757; 19. Haskovec, 1:33.252; 20. Neighoff, 1:33.509; 21. Wadsworth, 1:34.121; 22. Ortega, 1:34.294; 23. Simon, 1:34.717; 24. Blake, 1:34.072; 25. Lehman, 1:35.168; 26. Valiente, 1:35.351; 27. Mitch Baghdoian (Suz GSX-R600), 1:35.639; 28. McGarity, 1:35.796; 29. Scotty Van Scoik (Yam YZF-R6), 1:36.192; 30. Wiot, 1:36.610.

PRO HONDA OILS 600cc SUPERSPORT FINAL POINT STANDINGS (After 10 of 10 races, all 10 count): 1. Bostrom, 285 points; 2. Anthony Gobert, 265 points; 3. Duhamel, 259 points; 4. T. Hayden, 239 points; 5. Hayes, 213 points; 6. Zemke, 195 points; 7. Yates, 188 points; 8. Hopkins, 179 points; 9. Hacking, 159 points; 10. Aaron Gobert, 158 points.

MBNA 250cc GRAND PRIX FINAL (September 30): 1. Rich Oliver (Yam TZ250); 2. Chuck Sorensen (Yam TZ250); 3. Randy Renfrow (Hon RS250); 4. Michael Himmelsbach (Apr RSV250); 5. Simon Turner (Yam TZ250); 6. Jim Filice (Yam TZ250); 7. Michael Hannas II (Yam TZ250); 8. Perry Melneciuc (Yam TZ250); 9. Ed Sorbo (Yam TZ250); 10. Cory West (Yam TZ250); 11. Monty Warsing (Yam TZ250); 12. Greg Esser (Hon RS250); 13. Chris Pyles (Yam TZ250); 14. Shane Breeding (Hon RS250), 16 laps; 15. Bill Himmelsbach (Yam TZ250), 16 laps; 16. Ty Piz (Yam TZ250), 16 laps; 17. Eric Stephens (Hon RS250), 16 laps; 18. John France (Hon RS250), 16 laps; 19. James Bonner (Yam TZ250), 16 laps; 20. James Worthington (Apr RSV250), 16 laps; 21. Christopher Holske (Yam TZ250), 15 laps; 22. Glen Christianson (Yam TZ250), 15 laps; 23. Michael Deblanco (Yam TZ250), 15 laps; 24. Sean Wray (Yam TZ250), 12 laps; 25. Alain Brault (Yam TZ250), 11 laps. Race Distance, 17 laps, 38.25 miles; Race Time, 25 minutes, 44.225 seconds; Race Average Speed, 89.567 mph; Victory Margin, 6.362 seconds; Winner's Average Lap Time, 1:30.837.

MBNA 250cc GRAND PRIX HEAT RACE ONE: 1. Filice; 2. Turner; 3. Renfrow; 4. Hannas; 5. Sorbo; 6. Piz; 7. Marchini; 8. West; 9. Brault; 10. Stephens; 11. Bonner; 12. Holske, 3 laps; 13. Christianson, 1 lap. Race Distance, 5 laps, 11.25 miles; Race Time, 7 minutes, 44.175 sec-

onds; Race Average Speed, 87.640 mph; Victory Margin, 0.176-second; Winner's Average Lap Time, 1:32.835.
MBNA 250cc GRAND PRIX HEAT RACE TWO: 1. Oliver; 2. Sorensen; 3. M. Himmelsbach; 4. Melneciuc; 5. Pyles; 6. Breeding; 7. Warsing; 8. Esser; 9. France; 10. B. Himmelsbach; 11. Worthington; 12. Deblanco; 13. Wray. 4 laps. Race Distance, 5 laps, 11.25 miles; Race Time, 7 minutes, 55.840 seconds; Race Average Speed, 89.636 mph; Victory Margin, 3.334 seconds; Winner's Average Lap Time, 1:30.768.
MBNA 250cc GRAND PRIX FINAL POINT STANDINGS (After 10 of 10 races, all 10 count): 1. Filice, 309 points; 2. Oliver, 308 points; 3. Hannas, 249 points; 4. Melneciuc, 224 points; 5. Turner, 221 points; 6. Sorensen, 211 points; 7. Sorbo, 176 points; 8. Esser, 169 points; 9. Piz, 163 points; 10. West, 153 points.
BUELL PRO THUNDER FINAL (September 30): 1. Thomas Montano (Duc 748); 2. Mike Ciccotto (Buell 1200); 3. Chris Normand (Suz SV650); 4. Thomas Fournier (Duc 748), 16 laps; 5. Steve Keener (Suz SV650), 16 laps; 6. David Kieffer (Duc 748), 16 laps; 7. Charles Walker (Duc 778), 16 laps; 8. Josh Bryan (Buell 1200), 16 laps; 9. David Estok (Buell 1200), 15 laps; 10. Paul March (Duc 748), 15 laps; 11. Deborah Venega (Duc 748), 15 laps; 12. Mark Gardiner (MuZ 686), 14 laps; 13. Tripp Nobles (Buell 1200), 10 laps. Race Distance, 17 laps, 38.25 miles; Race Time, 26 minutes, 17.060 seconds; Race Average Speed, 87.702 mph; Victory Margin, 17.016 seconds; Winner's Average Lap Time, 1:32.768.
BUELL PRO THUNDER HEAT RACE ONE: 1. Estok; 2. Nobles; 3. Montano; 4. Normand; 5. Fournier; 6. Walker; 7. Gardinier; 8. March, 4 laps. Race Distance, 5 laps, 11.25 miles; Race Time, 7 minutes, 52.465 seconds; Race Average Speed, 86.102 mph; Victory Margin, 0.285-second; Winner's Average Lap Time, 1:34.493.
BUELL PRO THUNDER HEAT RACE TWO: 1. Ciccotto; 2. Keener; 3. Bryan; 4. Venega; 5. Jeffrey Nash (Duc 748), 1 lap; 6. Kieffer, 0 laps. Race Distance, 5 laps, 11.25 miles; Race Time, 7 minutes, 46.380 seconds; Race Average Speed, 87.225 mph; Victory Margin, 39.820 seconds; Winner's Average Lap Time, 1:33.276.
BUELL PRO THUNDER POINT STANDINGS (After 9 of 10 races): 1. Montano, 279 points; 2. TIE, Ciccotto/Nash, 218 points; 4. Estok, 212 points; 5. Nobles, 149 points; 6. Krynock, 131 points; 7. Hewett, 126 points; 8. Kieffer, 119 points; 9. Mizdal, 99 points; 10. Ricky Lundgren, 96 points.

ama inside info

New AMA 750cc Supersport Champion Jimmy Moore arrived at VIR with his Corona Extra/EBSCO Suzuki painted in an American flag color scheme, featuring wavy red, white and blue stripes with silver stars in the blue. Moore wore a brand new set of all-black Vanson leathers with an American flag across the shoulders on the back. "It's surprising that no one else thought of it sooner," said Moore. "It wasn't my idea and I can't take the credit for it. The team came up with this paint scheme to pay tribute and homage and respect to all of the people whose lives were affected so drastically by the terrorist attacks. It seemed like it was a really big hit. A lot of people seemed to understand what it meant and why we did it. And it was nice to be able to put the number one on it and sit it out in front of the tent for people to look at. The number one and the flag was almost too much to swallow at times. I really liked it. People were sitting their kids on it and taking photos. Other people would sit and stare at it for a really long time. We're really glad to get the reception that it has gotten.

"It was great to take the victory lap with the American flag. The people on the victory lap with the flag, they were just jumping up and down and saluting. They were just going nuts out there. It was really impressive. I didn't even really think talking about the paint scheme and what it was for on the podium was going to bother me but saying those words and being in front of all of those people—it all just hit me and I got a big lump in my throat. Thank goodness for sunglasses. It was really nice."

Also in keeping with the spirit of recent events, Mat Mladin wore a black helmet with an American flag on it. "The helmet was just a tribute to the people, for the things that happened a few weeks ago. I couldn't believe it, what happened that day. I was glued to the television for three days. I couldn't train. It happened in America, but it happened to the whole world. It's something that we all have to feel lucky to do what we do. It really put things in perspective for me. I came here this weekend and I said to the guys, 'If I win, I win, and if I don't, too bad.' The helmet was just to pay some respect and some remembrance to all those people who were lost in the tragedy."

Mladin also was sporting some new leathers during the race. Although his regular leathers had taken a beating in a Sunday morning get-off during Superbike practice, the new leathers were not just replacements. "Green and gold are the sporting colors of Australia," Mladin said, commenting on the highlight colors of the leathers. "It's just to let people know that I'm Australian. The unfortunate thing, the thing that makes me a little sad, is that (with) 24 pole positions and eight poles in a row and nine in a single season and three Championships and two Daytonas and I still haven't heard my national anthem (played at a race). That makes me a little sad."

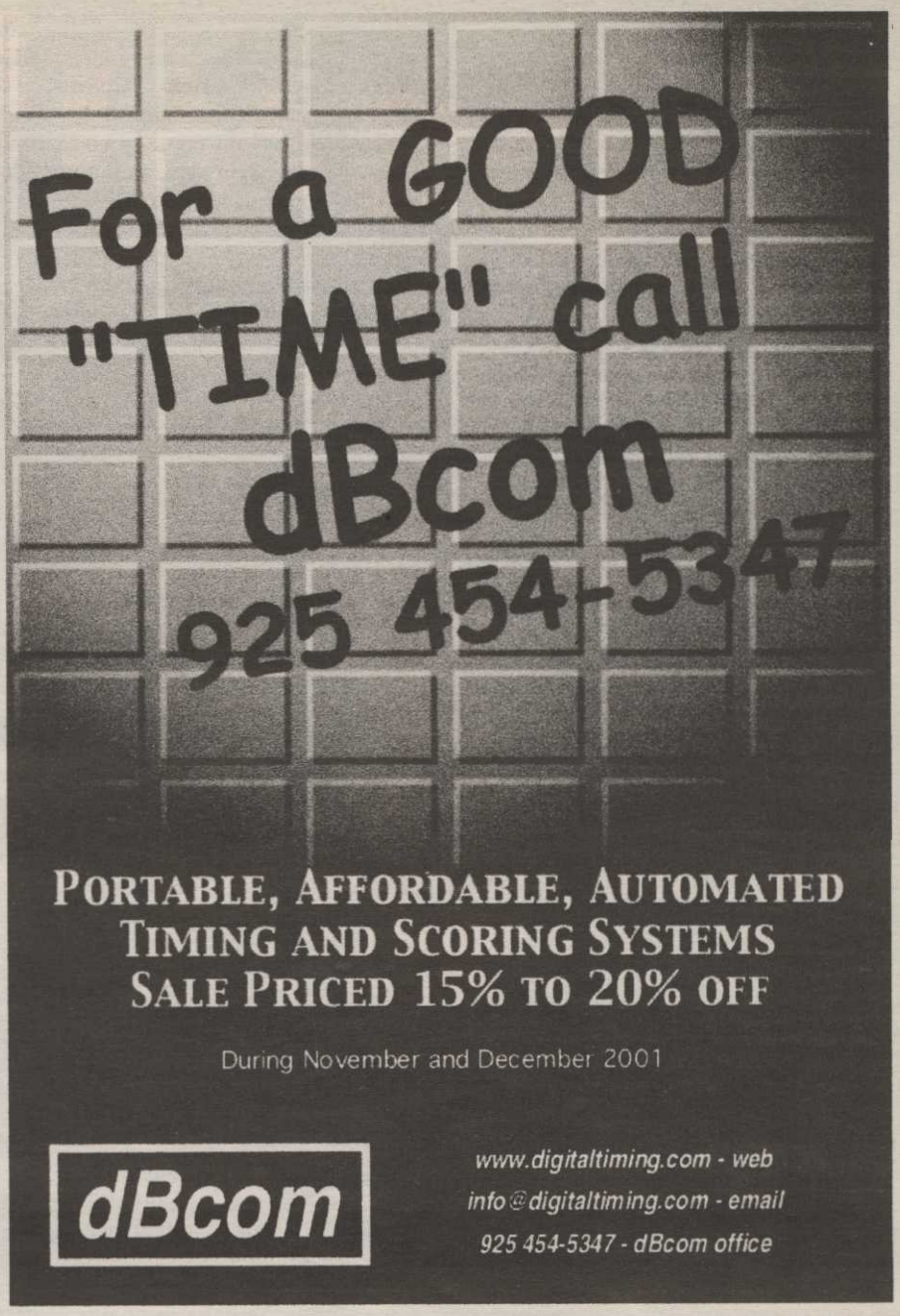
Not everyone was happy with scheduling at VIR. Local ordinances call for a quiet time on Sunday morning between 11:00 a.m. and noon, so the 600cc race, normally scheduled to run during that time, was put off until noon, meaning it ran right before the Superbike race. Miguel Duhamel, who runs both the 600cc and Superbike races, said in the 600cc post-race press conference, "I'd like also to thank the AMA that put this race only 20 minutes before the Superbike race, which is the second-longest race of the year. (I) appreciate it."

Michelin tire representative Walt Schaeffer premiered the new Pilot Race tires at VIR. Designated M2 for the medium compound and S2 for the soft compound, the tires have notably fewer tread marks than the current Pilots. According to Valvoline EMGO Suzuki Crew Chief Keith Perry the tires were used by team riders John Hopkins, Grant Lopez and Ben Spies.

The AMA Superbike race at VIR marked the end of Harley-Davidson's involvement in road racing for the foreseeable future. The end motivated Crew Chief Scotty Beach to say, of Harley-Davidson, "They finally did something right: They made a decision. I'm glad they made the decision that if they couldn't do it properly, to just stop. I hate to see it end, but if they're not going about it the way they should, then it's a good thing that it's at an end." Beach said he had no future plans for himself, but, "I don't want to leave racing. I never wanted to. It's all too early (to look at other teams.) I'm just trying to finish out this year."

Harley-Davidson factory rider Pascal Picotte, who was in the middle of a four-year contract with the team, said, "I feel they let me down. I did commit myself to them for six years (including the two years he rode for the team prior to his current contract.) I can understand their decision; we're really not competitive. I was expecting Harley to put up the money for a new VR. I feel sorry for the other people. At Gemini, there were 30 people working on the VR program and now they don't know what they're going to do." Picotte was unsure of his own future in racing. "The last two years, in 2000 and 2001, we weren't competitive, and the factories hire people that run at the front consis-

continued on page 60



RPM
ROHM PERFORMANCE MACHINE
POWER PACKAGE!!!

FREE BORING Included with JE PISTONS 4-Cylinder Big Bore Kits For GSXR, CBR, ZX and FZR $499 retail. (Re-sleeving extra if necessary.)

RPM ROHM PERFORMANCE MACHINE ALSO CARRIES: JE AND WISECO PISTONS • ALUMINUM AND TITANIUM FASTENERS AND COMPONENTS • AIR TECH • MEGACYCLE AND WEB CAMS • PRECISION MACHINING VALVES AND SPRINGS • TORCO OILS • N.O.S. SYSTEMS • FERODO BRAKES • YOSHIMURA • PERFORMANCE MACHINE WHEELS AND BRAKES • MIKUNI AND KEIHIN CARBURETORS • VANCE & HINES

We Accept: VISA, Mastercard and C.O.D. Orders
3120 Industrial Dr. • Yuba City, CA 95993 • E-mail: rohmpm@succeed.net
(530) 674-9123 FAX (530) 674-9145

WANT ADS: DOUBLE BANG FOR YOUR BUCK!
When you buy a Roadracing World Want Ad, it also appears on our website:
www.roadracingworld.com

continued from page 59

tently. It doesn't put me in a good position. Also, it's late in the season, and there are not too many jobs available. Usually, when you get in a new team, again you have to build relationships and confidence. Hopefully, they (Harley-Davidson) might feel they have done something wrong. I'll do the best I can 'til it's over, like I always do. I could have gone to someone else, even in 2000 when I signed (the current contract). If I knew they were going to quit I would have made a different decision. I don't regret what I did with Harley-Davidson, it's just bad timing for my career."

Harley-Davidson Director of Marketing Art Gompper said, "Everyone worked their asses off for a long time. We had flashes of brilliance, but not enough flashes to keep the candle lit. Personally, I will miss this level of competition. I still have a lot of friends here, and I'm sure I won't lose touch. It's going to be very strange going to Daytona, though," without a team, he said.

The track itself at VIR got great reviews from many riders. The only consistent complaint was that the narrowness of the track makes it difficult to pass. Yoshimura's Mladin called VIR "A nice little road course. It's good to race on a track without walls all around it. Passing is going to be a bit of a problem, but some tracks are like that. To race on this track compared to some of the tracks we go to is pretty nice."

Team Tech-Star Industries owner Brian Turfrey said this is the last year his team will race in the 250cc Grand Prix class. Next year, Turfrey plans to compete with his team in 600cc Supersport. "The only thing I'm going to save is the framework for the (truck) awning," said Turfrey. "I'm going to have a fire sale, and what doesn't sell, I'm going to have a bonfire. There is just no support in the 250cc class. Right now I've got 99 percent of the program for next year, but if I can't get the last one percent, I'm not going to do it. I'd like to keep Michael (Hannas) as a rider, but it will be a two-rider deal."

In a nod to local culture, the trophies for all the races were miniature moonshine stills. Australian Anthony Gobert looked at his trophy after winning the 600cc race and said, "It's a little bit different. I haven't seen anything like this before."

HMC Ducati's Andreas Meklau said at VIR that he will race in the U.S. again in 2002. "I am staying here," Meklau said. "I like it here. My sponsors, Remus, are happy. So for sure I will be here on Ducatis next year." Meklau said that he didn't know what team he would be riding for nor if he would be riding Testastretta-engined Ducati racebikes. North America officials had not announced their AMA Pro racing plans for 2002.

New pit-stop rules announced at VIR required riders to make at least one green-stop pit stop during the Superbike race, and if the race was red-flagged and called complete, riders who had not pitted would be penalized one lap. The last-minute rules announcement nullified the plans of some teams that had worked on injection maps to improve fuel economy and planned on running the entire 92.3-mile, 42-lap distance without making a pit stop.

Relatively cool temperatures saw many teams run the VIR Superbike race on one front tire and only replace the rear while adding a splash of gas. A few teams opted to change both front and rear wheels and some did so quicker than other teams could change the rear only. Privateers on 750cc Supersport bike chose to only add fuel and went the entire distance on one set of tires.

Honda's Merlyn Plumlee said that the team's riders did not like to ride with the large, 24-liter fuel tank that they run at Daytona. So Honda mechanics added single-dry-break quick-fill hardware to the team's normal sprint fuel tanks. Honda crews used two different types of dump cans. One was a very tall, aluminum-alloy can that appeared capable of holding more fuel than needed. The other dump cans were plastic and held 4-gallons, borrowed from Honda's Baja off-road racing team. Plumlee said that the smaller dump cans were adequate because they didn't need to dump a large quantity of fuel quickly, just a splash. However, the tall metal can was used during Miguel Duhamel's race stop and became stuck in the fitting for a moment, costing Duhamel time in the pits. Most other teams like Yoshimura Suzuki and Yamaha appeared to be running Daytona fuel tanks.

The pit-lane set-up at VIR affected pit stops. At Daytona, the only other track where pit stops are required, the signaling area is remotely located, and crew members do not cross hot pit lane during the race. At VIR, however, crew members were signaling on the front straightaway and crew members could possibly cross pit lane during the race. As a result, a 50 mph speed limit was put in place at VIR. The speed limit was monitored with two radar guns and enforced with $100 speeding tickets all weekend. AMA officials wouldn't confirm who received speeding tickets or how many were handed out, but it's believed that nearly every factory or support-team rider got a speeding ticket or warning during practice and qualifying sessions.

If a rider was caught found speeding during the Superbike race, the penalty was a stop-and-go penalty. While some Superbike teams installed switch-operated speed limiter devices on their racebikes, others took a simpler approach. For example, Yamaha mechanics calculated the gear ratio and stuck a red arrow on the tach indicating the first-gear rpm that equaled 50 mph. "It was pretty easy," said Yamaha's Tom Houseworth. Honda and Kawasaki also used the line-on-the-tach approach. Harley-Davidson and Suzuki used rev limiters, and the Suzukis had a mph display on the dash as well.

A new pace car flag made its debut at VIR. The new, larger flag is blue with a yellow X on it. The old flag was orange and easily confused at speed with a yellow flag. If the pace car was deployed, two temporary strobe lights, similar to those used at Supercross races and a large "Pace Car" sign at start/finish would warn riders of the pace car. Once the field had slowed to a safe pace, the pace car—a red Jaguar driven by AMA's Ron Barrick—would be deployed. Fortunately, the pace car was not needed during the Superbike race at VIR.

AMA rules restricting Thursday practice motivated both Graves Yamaha and Team Valvoline EMGO Suzuki—facing a winner-take-all AMA Formula Xtreme Championship showdown—to show up at VIR a week early, for a WERA National Endurance Series and National Challenge Series weekend. At one point during the WERA weekend, John Hopkins and Aaron Gobert were fooling around in the Graves pit area, Hopkins sitting on a running Suzuki LT80 Quad, when Gobert reached down and pushed the machine's throttle lever. The Suzuki jumped forward and, before Hopkins could regain control, hit the work bench that supported one of Damon Buckmaster's Formula Xtreme racebikes. The bike fell from the table, and the list of damaged parts included a kit YZF-R7 gas tank ($1925), a kit R7 fuel pump ($1900), a kit gas cap, bodywork, paint, stickers, seat and windscreen. Gobert offered to pay for the damage—totalling around $6000—out of his pocket but also proposed a deal whereby if he won the AMA Formula Xtreme race he wouldn't have to pay. Gobert won the race—and afterwards, team owner Chuck Graves said that he wouldn't have made young Gobert pay either way.

The shortage of track time showed at VIR, with many normal front-runners who hadn't raced or practiced at the track before the start of official AMA practice on Friday left behind by riders who did. Even with the extra time during the WERA weekend, Buckmaster said that the lack of Thursday practice greatly affected his competitiveness during the AMA weekend. AMA rules ban riders who are in the top 10 in Superbike or 600cc Supersport points in the current or previous season from participating in Thursday practice, even in other classes like Formula Xtreme.

Mark Miller announced his retirement from professional racing at VIR, but his last race didn't end as he had hoped. Miller crashed in the race, but instead of walking away, he restarted and spent the rest of the race doing wheelies and smoking the rear tire out of corners. Miller said he did it to entertain the fans.

Jamie Hacking crashed on his second lap in Saturday morning's 600cc Supersport practice session at VIR and slid into an unpadded steel barrier outside the entrance to turn three. Hacking was helped into an ambulance and taken to the track medical center, and was later taken by his team to the local hospital where X-rays showed no fractures. However, Hacking was unable to stand and sat out the final race of the 2001 season.

Following Hacking's crash, AMA workers set up two of the 12 sections of Air Fence they had held in reserve at the event, covering the area Hacking hit, and officials explained later that no one had ever hit the barrier there before and that they did not consider it an impact zone. According to AMA Pro Racing Operations Manager Gary Mathers, not only had nobody else ever hit the barrier there, nobody else would, because no two guys ever crash in the same place.

After returning from the hospital on Saturday afternoon, Hacking said that he crashed in the same location and hit the same barrier during testing at VIR August 13-15. From the couch of his motorhome at VIR, Hacking said, "I hit the same Armco in testing, and told them they needed Air Fence there," said Hacking. Asked who he told, Hacking said he spoke to track manager Jack Abbott. AMA's Ron Barrick later said that Hacking should have notified AMA officials, not track officials.

After encountering problems with two TZ250 crankshafts during Thursday and Friday practice sessions at VIR, 250cc Grand Prix racer Ed Marchini drove to Gainesville, Georgia, near Atlanta, to borrow a bike from Stargell Racing's Rocky Stargell. The bike is usually raced in WERA events by Ben Walters, Jr.; Stargell also owns a R.O.C. Yamaha YZR500. Marchini made it back to VIR at 3:00 a.m. Saturday morning, and said later that he was very tempted to bring back Stargell's 500.

The Hal's Performance Advantage team conducted wind tunnel tests on its Buell racebike and found that it is actually more aerodynamic than many other bikes. "After Sears Point, we went and did some testing with Buell in the wind tunnel," said Team Manager Terry Galagan. "You wouldn't think it by looking at the huge frontal area, but the Buell racer is very aerodynamic, much more than many inline-four-cylinder Japanese bikes." Mike Ciccotto's Pro Thunder Buell racebike was reaching between 160 and 165 actual mph on VIR's long front straightaway.

Steve Grigg raced to a 10th-place finish in Formula Xtreme on Saturday at VIR on his Muzzy Raptor 835 but didn't get to stay to run his GSX-R750 in the Superbike race on Sunday. Grigg got a call from his wife, Natalie, about 7:00 a.m. Saturday morning saying that she had gone into labor. Grigg left VIR immediately for the three-hour drive to his home in Asheville, North Carolina and made it in time for the birth of his son, Wristin Daniel Grigg.

Attack Suzuki's Jason Pridmore took the pole position in Friday's Formula Xtreme qualifying session, but crashed in 600cc Supersport qualifying on Saturday and broke his left collarbone. Pridmore rested in his motorhome but came out to watch the Formula Xtreme race Saturday afternoon with his arm in a sling. After the race, Pridmore came to the Graves Motorsports Yamaha pits to congratulate young Aaron Gobert on his win. Standing nearby, Anthony Gobert asked Pridmore if he was okay to which Pridmore said yes. Anthony Gobert replied, "You need to start drinking milk or something!" Pridmore answered, "Yeah, or something."

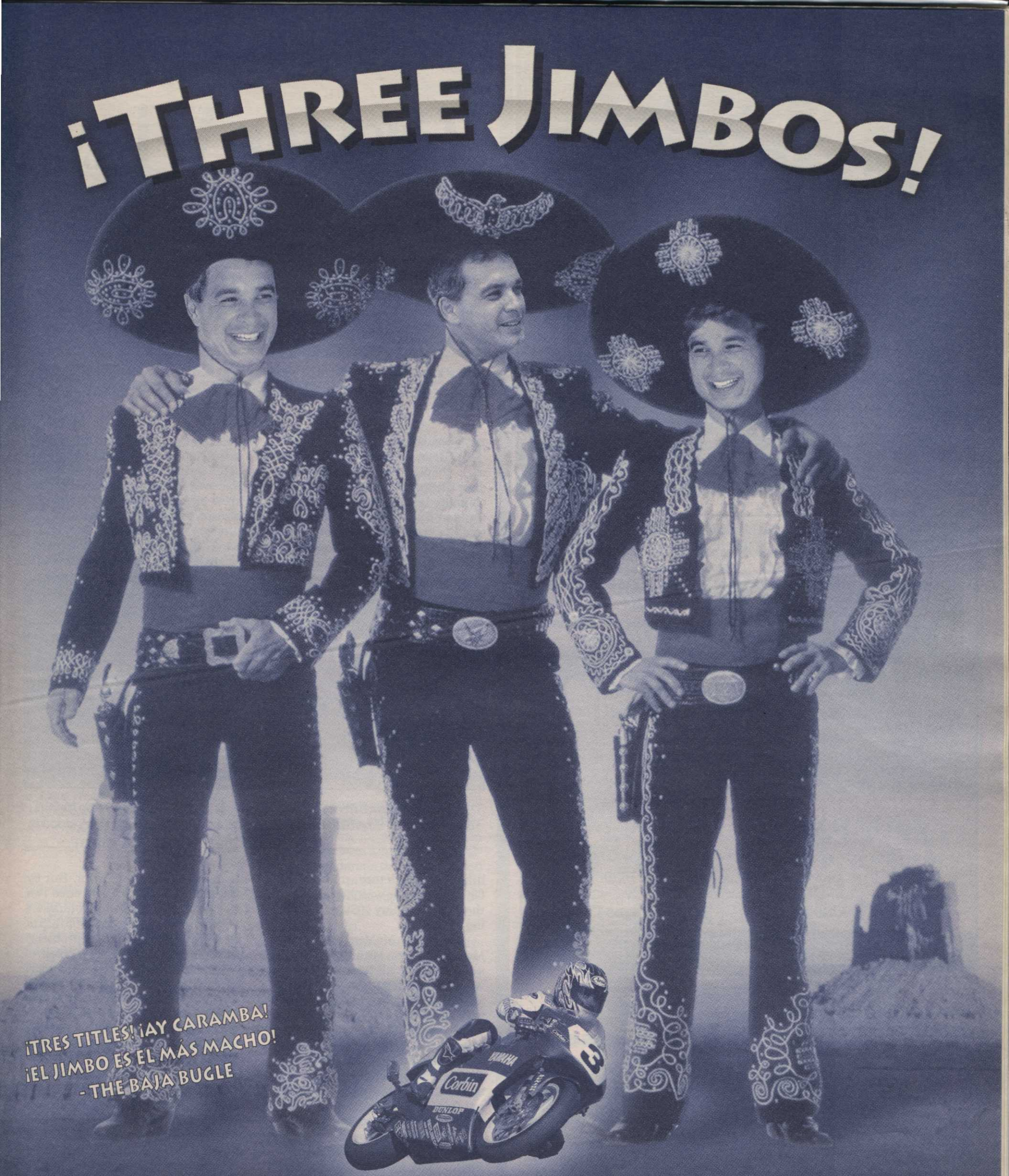
Ducati North America and HMC Ducati came up with an interesting way to raise money for the Red Cross Disaster Relief Effort. Ducati sold $10 raffle tickets for a chance to win a three-lap ride on the back of a Ducati 996 Superbike with Steve Rapp, along with a Rapp-replica Suomy helmet. After Sunday's Superbike race, Rapp's Ducati was fitted with the subframe from a Biposto Ducati streetbike while raffle winner Jeremy Demar slipped into Andreas Meklau's leathers.

"We went pretty fast," said Rapp. "I think the fastest of the laps was a 2:41 or something. It was fun. He was a really good passenger. He's ridden in the past, so he was leaning with me, you know. It was smooth, and I had a good time. We got up to 140 mph on the data acquisition. We checked it. It was pretty fast actually. I had to move my brake markers up about 100 meters but we were actually going slower. I think it would be good to do this at a lot of races. Like, have teams line up on the pit wall at the end of the day and give out ten-dollar rides to get fans out. I think it was a good idea. I'd totally do it again." The effort raised $2770 for the Red Cross.

Two days after the Virginia race, VIR's Public Relations Coordinator Laura Comstock reported that the track's self-promoted AMA Superbike event drew a three-day paid attendance of 25,000 fans including 15,000 who walked through the gates on Sunday and not including many children who got in free. Using the 2000-season attendance figures as listed in the 2001 AMA Pro Racing media guide for comparison purposes, VIR's three-day attendance of 25,000 would have ranked the race as the seventh-best-attended event behind Laguna Seca, Daytona, Road Atlanta, Mid-Ohio, Loudon and Road America; and ahead of Brainerd, Pikes Peak and Willow Springs.

And what about those much-talked-about mini-still trophies? "Connie Nyholm (co-developer of VIR, along with Harvey Siegel) came up with the concept for the trophies. She has a brother-in-law, L.B. Nyholm, who is a steel worker in Sweden. So the metal part, the actual steel part, was crafted in Sweden. The little jugs were also hand-crafted by a local artist, Vicky Vaden. I thought they were quite unique and, from an artist's standpoint, quite valuable. We can't even say how much they cost because L.B. hasn't even billed us for them yet. He is a big motorcycle enthusiast and may not even charge us for them," said Comstock. **RW**

¡THREE JIMBOS!



¡TRES TITLES! ¡AY CARAMBA!
¡EL JIMBO ES EL MÁS MACHO!
- THE BAJA BUGLE

YAMAHA MOTOR CORP., USA IN ASSOCIATION WITH CORBIN FILMS & THREE TIME CHAMP PRODUCTIONS PRESENT A MBNA 250CC GRAND PRIX TITLE
STARRING JIMMY FILICE AND THE TZ250 CO-PRODUCER ED TOOMEY COSTUMES DESIGNED BY TIGER ANGEL, ALPINESTARS & ARAI MUSIC BY REINE PERSSON
TECHNICAL EDITOR MIKE MONTOYA PRODUCTION DESIGNER SWEDETECH RACING ENGINES HORSE WRANGLING BY ROADRACING WORLD DIRECTOR OF PHOTOGRAPHY BRIAN J. NELSON
PRODUCED BY YAMAHA MOTOR CORP., USA & CORBIN DIRECTED BY JAMES B. SIDDALL & WORLD SPORTS RACING

Professional rider depicted on a closed course. Dress properly for your ride with a helmet, eye protection, long sleeved shirt, long trousers, gloves and boots. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For further information regarding the MSF rider course, please call 1-800-446-9227. Do not drink and ride. It is illegal and dangerous.
©2001 Yamaha Motor Corporation, U.S.A. (Cypress, CA 90630). **For the Yamaha dealer nearest you call: 1-800-88-YAMAHA. Visit our website at www.yamaha-motor.com.**

YAMAHA

Profound Protection

Bohn Body Armor Pro Racer
Bohn Body Armor CARBON KEVLAR
Bohn Body Armor

Over 6' 2"? NEW Extra-Long Versions Available

Raised pads protect spine, shoulder and kidney areas.
VENTILATED for comfort

From $119 to $139
From $169 to $179

Bohn™ Back Protectors

ProRacer Key Features: Above features plus, only 1" thick, Carbon/Kevlar faced raised impact pads on spine, shoulder and kidney areas.

Carbon/Kevlar Key Features: Only 1/2" thick — very flexible and comfortable. Rubber-based backing has tremendous absorption, also covers shoulder blades and kidneys. Includes shoulder straps and 4" wide velcro waist belt (waist extensions available). Tail bone protection on Race and Race Sm versions.

Designed to meet and exceed the European Safety Standard for body protection. CE

CHEST PROTECTORS

>Armored Shirts & Pants
>Coolmax Ribbed Shirts
>Racing Gloves

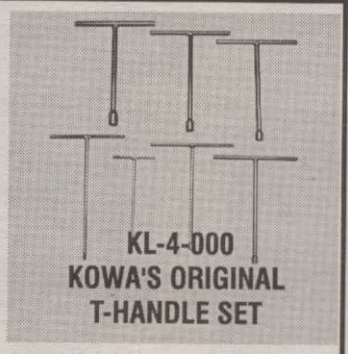
ActionStations, Inc.
166 Eaton Road, #A
Chico, CA 95926
(888) 922 9269
action@actionstation.com
www.actionstation.com

Used By Top WSB & AMA Pro Racers

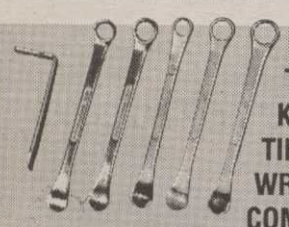
Call us or your dealer to order

KOWA PRECISION TOOLS
THE #1 MOTORCYCLE TOOL COMPANY

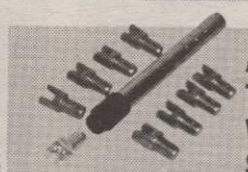
"PROUD SPONSOR OF PRO AMA 600 SUPERSPORT RIDER, KURT MARMOR"



KL-4-000
KOWA'S ORIGINAL T-HANDLE SET



KF-10-25 THROUGH KF-10-30 TIRE LEVER/ WRENCH COMBINATIONS



AKS-298-2000 TORQUE WRENCH SET
Sizes 5.0 to 7.1

13939 Equitable Road
Cerritos, CA 90703
www.kowatools.com
Call for our 2002 Catalog!
800-824-9655
kowa@earthlink.net

WALT SCHAEFER CYCLE SUPPLY
MICHELIN STREET & RACING TIRE DISTRIBUTOR
370 Williamsburg Rd. • Altoona, AL 35952 • FAX 256/570-0436
256/538-5906

Slicks, Rains & Intermediates
125cc to 1000cc

MICHELIN

Pilot RACE

www.roadracingworld.com

PARTS CANADA SUPERBIKE CHAMPIONSHIP SEASON REVIEW:

Crevier Wins At Home, Again

By John P.G. Hopkins

Former AMA road racing star Steve Crevier wrote another chapter in his legendary Canadian racing career this summer by claiming his second straight Parts Canada Superbike Championship and his sixth national road racing title overall. On the way he scooped up his 20th career Canadian Superbike feature victory, making him far and away the winningest rider in the 22-year history of Superbike racing in Canada.

(Rueben McMurter, Michel Mercier and Don Munroe are tied for second on the all-time list with 12 wins, and the next-best active riders are Michael Taylor and Jordan Szoke with nine wins apiece).

A year ago Crevier only managed one victory on his way to the 2000 Parts Canada title and didn't take the points lead until late in the season. Things were quite a bit different this time around.

The Maple Ridge, British Columbia resident opened the 2001 season with pole position and the victory at Shannonville Motorsport Park in May on his Honda Canada/Team Labrosse Honda RC51. After a brief challenge from Kawasaki's Owen Weichel, Crevier was in control of the title battle the rest of the season. He added wins at Edmonton's Namao Airport, Autodrome St-Eustache and Atlantic Motorsport Park, and sealed the title with pole position for the Shannonville season finale on the Labor Day weekend.

As dominant as Crevier's display was, however, all did not run smoothly in the Honda camp. At the fifth round of the series at Mosport International Raceway in July, the Team Labrosse crew picked up the first signs of a bizarre, power-sapping fuel injection problem with the team's RC51s.

The problem initially only showed up on the RC51 ridden by Crevier's teammate, Michael Taylor. But by the time the series reconvened two weeks later at Atlantic Motorsport Park, three of the squad's four RC51s were struggling with the problem, including both of Crevier's bikes.

In a controversial decision midway through the weekend, Crevier was handed one of Taylor's bikes for final qualifying and the race, while his teammate (and brother-in-law) was forced to shift to his Sport-Bike-class CBR929RR.

In by far the best race of the year Crevier held off a determined Taylor and Yamaha YZF-R1 pilot Frank Trombino to win the AMP feature and notch career win number 20, putting himself in an almost unbeatable Championship lead with only one round remaining.

Unwilling to take any chances at the Shannonville closer, and still at a loss as to what was infecting the RC51s, Honda Canada officials raided the lobby of their Toronto offices the night before qualifying for the last race and brought Jordan Szoke's year-old, 2000-model RC51 back into service. Despite a lack of seat time on the older bike a relieved Crevier took his fourth

Steve Crevier (1) leads Frank Trombino (31) and Michael Taylor (15) en route to his 20th career Canadian Superbike National win and his fourth of 2001, at Atlantic Motorsports Park. Photo by Colin Fraser.

Francis Martin (16) finished second in Parts Canada Superbike points and won the final round at Shannonville, on his GSX-R1000. Photo by Colin Fraser.

Owen Weichel finished third in Parts Canada Superbike points and won at Race City Motorsport Park. Photo by Colin Fraser.

pole of the campaign and earned enough points to wrap up the title.

Crevier was denied a chance to add career win #21 to his tally at the final round. The victory went instead to Quebec's Francis Martin, who secured second in the final standings with that win.

In his first season with the Suzuki Canada/Fast Company team, 1999 Champion Martin gave Suzuki's new GSX-R1000 an impressive debut season, finishing on the podium at all but one of the seven venues.

Martin entered the 2001 campaign as a title favorite, but suffered a badly broken pelvis in qualifying for the season opener when he crashed in the high-speed turn one at Shannonville. Not knowing the full extent of his injury, Martin rode in the following day's Superbike race and claimed a brave third.

By round three of the series in Edmonton the 27-year-old Martin was close to being fighting fit and hounded Crevier mercilessly throughout the race. Three weeks later at his home track of St-Eustache, Martin led early-on before finally succumbing to pressure from Crevier and he was second again at Mosport.

Martin's worst finish of the year came at AMP, when he could only manage fourth, but he sent a clear message at the Shannonville finale, leading every lap for his first victory since July of 2000 and Suzuki's first in the Canadian National Superbike class since 1991.

Martin's tuner, Scott Miller, was recognized for his team's stellar season by picking up the Inside Motorcycles Tuner of the Year award.

In his first year of Superbike competition veteran Sport Bike star Weichel finished third in points for Canadian Kawasaki. Riding a World Superbike-spec ZX-7RR direct from Japan, Weichel opened the year with great promise but a succession of crashes and injuries slowed his progress.

The 33-year-old Toronto racer hounded Crevier in the season opener before settling for second and then rebounded from a highside in qualifying to dominate the second round in Calgary, in the rain. That put the defending 600cc Sport Bike Champion on top of the standings, but his reign was brief.

Weichel suffered another qualifying fall a week later in Edmonton, badly wrenching his thumb, and struggled to third in the race. In practice at St-Eustache he tumbled again and could only manage sixth in the race.

Suffering from an assortment of aches and pains, Weichel struggled to recapture his early season form. He battled impressively with Martin at Mosport before settling for third and looked to have another podium at the last round before Trombino caught him on the final lap.

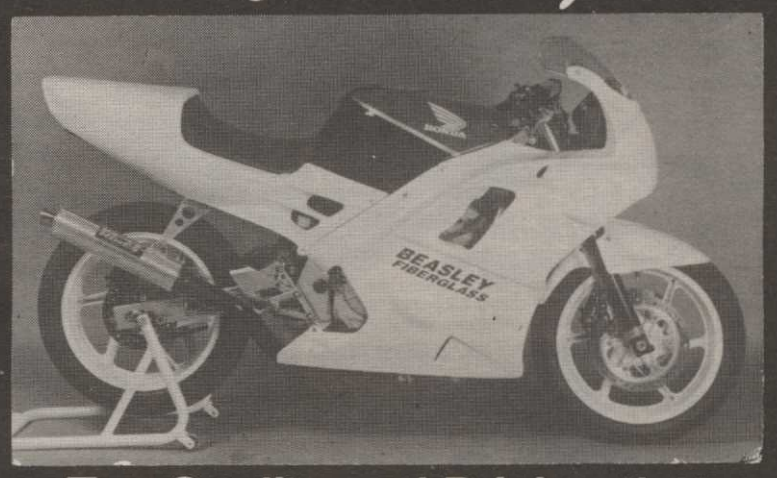
Again riding for the Yamaha Motor Canada/Brooklin Cycle team, Trombino placed fourth in the Superbike standings in 2001. The 28-year-old won for the second year in a row at Mosport on the potent YZF-R1 and was the only rider besides Crevier to claim more than one pole position, topping qualifying at Mosport and at AMP.

But the Ontario rider suffered

continued on page 64

BEASLEY FIBERGLASS

World Class Race Glass



Top Quality and Pricing that meets the racer's needs...

DUCATI - 748 • 750 • 851 • 888 • 900 • Supermono
HONDA - CBRF2 &F3 • RS • RC-30 • RC-45 • VFR
KAWASAKI - ZX-7 • ZX-6 • ZX-9
SUZUKI - GSXR600, 750, 1100 • TL1000
YAMAHA - FZR • TZ • YSR • OW • YZF • R-1
MZ - Skorpion
ZERO GRAVITY WINDSCREENS

Toll-Free 800-745-5886 Orders Only

Visa/Mastercard Accepted - Ship UPS
BEASLEY FIBERGLASS INC.
9409 Mercantile Dr., Mentor, OH
(440) 357-6644 • FAX (440) 357-8133

K&N *The fastest way to more Performance!*

Power Commander III
* Fastest way to "jet" fuel injectors.
* Produces crisper throttle response.
* Pre-programmed for your motorcycle.
* Plug-in and adjust for more performance!
* Different combinations can downloaded from:www.powercommander.com

Call for product brochure and location of nearest dealer:
866-287-2937 access code **4298**
www.KNpowersports.com
K&N Engineering, Inc., P.O. Box 1329
Riverside,CA 92502, USA

MOVING? Take your subscription with you. Send change of address to: Circulation, Roadracing World, P.O. Box 1428, Lake Elsinore, CA 92531.

BLACKMANS CYCLE
RACER DISCOUNTS
4911 Buckeye Road
Emmaus PA 18049
www.blackmans.com
• Leading aprilia Race Team In The Country!
• Proud sponsor of:
Tray Batey
Mike Himmelsbach
Chris Carr
and Shannon Silva
• 25% OFF margin pricing on all parts and accessories for roadracers of all levels
(including members of NESBA and Team Pro-Motion)
• 10% OFF retail pricing for all AMA members
• Cost + 15% pricing for all dealers and retailers
(must provide part # and sales tax exempt #)
• Same day order processing
• Extremely knowledgeable staff
• Bikes shipped nationwide
• Toll-free calling
• Send S.A.S.E. for free stickers
Exclusive Importer of Tigcraft Japan Exhaust Systems
True 2-2 with Titanium Mufflers and EPROM - Saves 7.5 pounds with a 5.5 horsepower gain
RSV & RSVR: $1,695
aprilia
DUCATI
HONDA
Kawasaki
SUZUKI
TRIUMPH
YAMAHA
PIRELLI
YUASA
800.552.5550
or 610.965.7695
Arai SHOEI SUOMY SIDI vanson HJC RACE TECH

ARMOUR BODIES
Dealer Inquiries Welcome. Call For Racer-Direct Pricing.
CALL TOLL FREE
1-877-944-8244
INTEGRITY
FLEXIBILITY
STRENGTH
4355 Hwy 11 North • Ontario, Canada
www.armour-bodies.com

TYR SOX
AMERICA'S ORIGINAL TIRE HEATERS
$350.00 U.S. $400.00 WORLD
BUY AT ALL RACE PLACES.
Dealers call Richard, (425) 823-8649.
Evaluated by Roadracing World, USA;
Fastbike, Superbike, UK; Riding Sport, JA.
Always Accepting Ryder Resumes!
USED BY EVERYONE...EVERYWHERE...ALWAYS...

DEALERS:
Sell Roadracing World. Builds floor traffic, good return. Call (909) 245-6411.

Canadian Superbike Season Review

continued from page 63

a pair of costly DNFs, the first coming in the Shannonville opener when he dropped out with gearbox problems and the other in Edmonton, when he crashed after the throttle stuck open.

After a career spent loyal to Kawasaki, Michael Taylor made the switch to Honda in 2001, but failed to reap the rewards. A wrist injury suffered in pre-season testing compromised him early in the season and he then missed the Edmonton round after suffering a nasty concussion in a crash during qualifying.

Ironically, Taylor's best race came at AMP, after he was forced to give up his RC51 to Crevier and instead rode his CBR929RR. Taylor led before settling for second, but another fall in the Shannonville season finale left him sixth in points.

Veteran Yamaha stalwart Benoit Pilon edged Taylor for fifth in the final standings aboard his Yamaha YZF-R1, but the Quebec ace only managed a best finish of fifth in Edmonton.

Jean-Francois Cyr took seventh in points riding a Yamaha YZF-R6, his best showing a second in the rain of Calgary.

Jeff Williams rode a Honda CBR929RR out of the Honda Canada/Team Labrosse stable and took eighth in points.

Former top rookie Martin Hamel inherited Taylor's Kawasaki ZX-9R equipment and managed ninth in points, just ahead of HJC Pro Rookie of the Year winner Andrew Nelson, who switched from Honda to Kawasaki mid-season and showed great potential for the future.

In addition to winning his sixth Canadian Superbike title Crevier also picked up the Yoshimura 600cc Sport Bike crown in 2001, his third career national 600cc support class success.

Crevier was in devastating form on the Honda Canada/Team Labrosse CBR600F4i, winning six of seven races and clinching the Championship with a round to spare.

His closest rival early in the season was defending class Champion Weichel. The Toronto rider finished a close second to Crevier on his Kawasaki ZX-6R in the season opener at Shannonville and won the next event in Calgary.

But a DNF in Edmonton set Weichel's season back and from there he elected to focus on his Superbike program, skipping the last two Sport Bike races of the year.

A pair of challengers emerged in Weichel's place. Calgary's Clint McBain wound up second in points riding a Suzuki GSX-R600 for the Suzuki Canada/Blackfoot Motosport team. McBain challenged Crevier fiercely at Edmonton and Shannonville, but had to settle for runner-up finishes each time. He also placed second at AMP after Cyr fell in front of him on the final lap.

Poor Cyr, riding for Yamaha after a disappointing 2000 campaign with Honda, came within one corner of beating Crevier at Mosport before settling for second on his YZF-R6 and then crashed while hounding the Honda rider at AMP. The Quebec rider also had a fall in the final round at Shannonville and only just held onto third in final points.

After a frustrating year racing for the Bruce Transportation Group in the AMA, Kevin Lacombe returned to Canada fulltime in 2001 and rediscovered his form. The 19-year-old from Quebec rode a Yamaha YZF-R6 for the Yamaha Motor Canada/Brooklin Cycle team and took fourth in the final 600cc Sport Bike standings with podium finishes in his last three races.

Williams was fifth in points on his Honda Canada/Team Labrosse CBR600F4i, just ahead of rookie star Nelson. Riding a Kawasaki ZX-6R for a team backed by Richmond Motorsports the 17-year-old Nelson put in a number of impressive rides in 2001, including a third-place finish at St-Eustache.

Trombino held on to win his second straight International Motor-

Frank Trombino (1) win his second straight International Motorcycle SUPERSHOW Open Sport Bike Championship in Canada. Photo by Colin Fraser.

cycle SUPERSHOW Open Sport Bike crown in 2001 and give Yamaha's YZF-R1 its third consecutive class title (Pilon won in 1999).

Trombino opened the year in perfect style, taking the pole and victory in the opening two rounds to jump out to an early points lead. Trombino added another win and three additional poles to his total in the seven-race series but had to survive a late charge from Martin on the Suzuki GSX-R1000.

Martin took the title battle down to the final race but, despite three victories of his own couldn't make up for Trombino's early-season advantage and settled for second in points.

Honda riders Williams and Taylor were third and fourth in the standings, respectively. Despite the handling qualities of their CBR929RRs both riders found themselves unable to match the horsepower numbers of Trombino's Yamaha or Martin's Suzuki. Williams' best finishes were a pair of seconds at the Shannonville opener and Edmonton's round three, the latter coming on Taylor's backup bike after his own developed engine trouble on the warm-up lap.

Taylor suffered by missing the Edmonton race with a concussion and crashing out early at St-Eustache. He was unlucky not to win at AMP, where an inspired Cyr passed him late in the race, and also settled for second at Shannonville's final round.

McBain showed the all-round ability of Suzuki's GSX-R600 by claiming fifth in Open points, although his best finish came in his one outing aboard a GSX-R1000 at his home track of Race City Motorsport Park, where he was a close second to Trombino.

Nevertheless, McBain took the GSX-R600 to fourth at Edmonton and AMP, and was fifth in the first Shannonville race and at St-Eustache.

The only rider besides Trombino and Martin to score an Open Sport Bike win was Cyr on his Yamaha YZF-R6 at AMP. But he failed to score in two of the seven rounds and had to settle for ninth in points. *RW*

HJC Pro Rookie of the Year winner Andrew Nelson talks to his father, former racer Richard Nelson. Photo by Colin Fraser.

Steve Crevier (center) celebrates one of his six Yoshimura 600cc Sport Bike wins en route to the class Championship. Joining Crevier on the podium are Clint McBain (left) and Kevin Lacombe (right). Photo by Colin Fraser.

PARTS CANADA SUPERBIKE FINAL POINTS: 1. Steve Crevier (Hon RC51), 354 points; 2. Francis Martin (Suz GSX-R1000), 300 points; 3. Owen Weichel (Kaw ZX-7RR), 274 points; 4. Frank Trombino (Yam YZF-R1), 213 points; 5. Benoit Pilon (Yam YZF-R1) 185 points; 6. Michael Taylor (Hon RC51/CBR929RR), 183 points; 7. Jean-Francois Cyr (Yam YZF-R1) 159 points; 8. Jeff Williams (Hon CBR929RR), 139 points; 9. Martin Hamel (Kaw ZX-9R), 117 points; 10. Andrew Nelson (Kaw ZX-6R), 108 points; 11. Michael Leon (Hon CBR600F4i), 99 points; 12. Greg Boki (Yam YZF-R1), 96 points; 13. Bruce McDonald (Yam YZF-R1), 89 points; 14. Brian Nielsen (YamYZF-R1), 53 points; 15. Kevin Lacombe (Yam YZF-R6), 48 points; 16. Gaston Labrie (Suz GSX-R1000), 38 points; 17. Ugo Levert (Hon CBR600F4i), 23 points; 18. Jeff Swainson (Yam YZF-R1), 23 points; 19. David Young (Suz GSX-R1000), 23 points; 20. Tim Easton (Yam YZF-R1), 19 points; 21. Tim Johnson (Yam YZF-R1), 15 points; 22. Jerome Plourde (Suz GSX-R600), 15 points; 23. Philip Onisto (Hon CBR600F4i), 13 points; 24. Tony Bouffard (Suz GSX-R1000), 12 points; 25. Patrick Blouin (Hon CBR600F4i), 8 points.

INTERNATIONAL MOTORCYCLE SUPERSHOW OPEN SPORT BIKE FINAL POINTS: 1. Frank Trombino (Yam YZF-R1), 308 points; 2. Francis Martin (Suz GSX-R1000), 292 points; 3. Jeff Williams (Hon CBR929RR), 251 points; 4. Michael Taylor (Hon CBR929RR), 211 points; 5. Clint McBain, (Suz GSX-R600) 187 points; 6. Kevin Lacombe (Yam YZF-R6), 169 points; 7. Greg Boki (Yam YZF-R1), 161 points; 8. Benoit Pilon (Yam YZF-R1), 159 points; 9. Jean-Francois Cyr (Yam YZF-R1), 148 points; 10. Bruce McDonald, (Yam YZF-R1), 138 points.

YOSHIMURA 600cc SPORT BIKE FINAL POINTS: 1. Steve Crevier (Hon CBR600F4i), 387 points; 2. Clint McBain (Suz GSX-R600), 281 points; 3. Jean-Francois Cyr (Yam YZF-R6), 208 points; 4. Kevin Lacombe (Yam YZF-R6), 198 points; 5. Jeff Williams (Hon CBR600F4i), 190 points; 6. Andrew Nelson (Kaw ZX-6R), 188 points; 7. Greg Boki (Yam YZF-R6), 178 points; 8. Michael Leon (Hon CBR600F4i), 160 points; 9. Owen Weichel (Kaw ZX-6R), 121 points; 10. Martin Hamel (Kaw ZX-6R), 120 points.

AZIONE moto
Phone:954.524.5272
Fax:954.462.3646
www.azionemoto.com
info@azione.com
Dealer Inquiries Welcome.
We carry the complete line of Arrow high performance exhaust systems.
ARROW SPECIAL PARTS

Blazer cycle work
Your Leader In Used Parts And Rebuilt Electrics
3705 Industrial Ct., Suite 4 • Suwanee, GA 30024
(770) 983-2441

BRIDGESTONE THE NEXT REVOLUTION IN TIRES
Racing Tires
DOTs & Slicks All Compounds
125s $240 set
250s & 600s $295 set
750s & Superbikes $328 set
BT58 DOTs $264/282 set
DOT Rains $261/277 set
Free Shipping (in U.S.)
719-687-0431
Bare Bones MACHINE Colorado, USA
Bare Bones Machine
7 National Supermono Titles on Bridgestone Tires
Rotax Powered TZs
Complete Engine Building
Downdraft Heads
Custom Fab./Heliarc
Credit Cards Accepted
www.barebones.net

POWER IS NOTHING WITHOUT CONTROL
California Race Services offers exclusive race tire services for California, Arizona and Nevada
CALIFORNIA RACE SERVICES
949.548.1585 • 949.548.1584 fax • www.crs-tires.com • jirkovs@aol.com
PIRELLI SUPERCORSA dot slick rain
METZELER RENNSPORT RS dot slick rain
contingencies paid in all classes • AMA • FUSA • WSMC • AFM • CCS

ADVANTAGE RACING SCHOOL
SHARPEN YOUR SKILLS ON THE STREET AND THE RACETRACK WITH YOUR INSTRUCTORS FRANK NYE AND CHUCK SORENSEN
Ken Maely's Ranch, Corona, CA
11/17 12/15
Club Moto, Livermore, CA
11/4 12/2
Hottest bikes used by any school! Race-prepped Honda XR100 trainers. With full race suspension and ENGINES ONLY 120cc kits!
One day classes start at only $295.00. Please call or visit our website today!
1046 DELL AVE., CAMPBELL, CA 95008
408/374-4298 • FAX 408/374-4297 • WWW.XR100.COM

Roadracing World.
Honest Journalism, Not Mindless Cheerleading.
Subscription Hotline (800) 464-8336.

Speed-Tune

And Ed Sorbo Win!
F-USA 250cc GP
at Portland

02 Sensor Kits

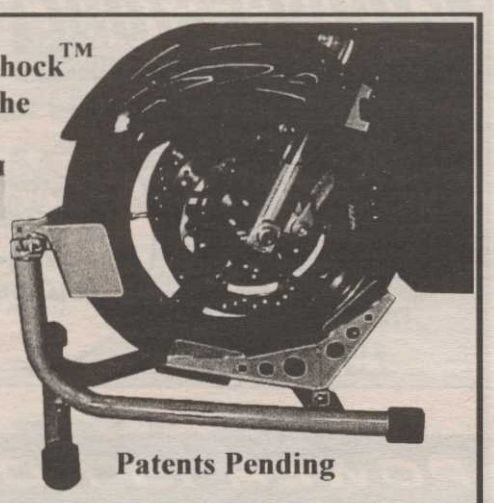
Lap Timers

aimracingproducts.com
Speed-Tune.com 888-323-5100

From the makers of the LA Chock™ comes a stand designed with the racer in mind; the NEW

SPORT CHOCK™

Ride in and get off your bike! Don't fumble around for a rear stand anymore. This is a great stand for the pits and your trailer. Just strap the rear of the bike down and you don't have to strap down the front. No more compressed forks! It weighs in at a trim twenty pounds and with its narrow footprint will fit anywhere your bike will. Easy in and out operation. Optional lock keeps the bike secure in your trailer. Once you use it, you'll wonder how you ever lived without it. If you want versatility for bigger bikes, the original LA Chock is a must.



Patents Pending

Sport Chock™
NEW! $195 + S&H
for Sportbikes

LA Chock™
$275 + S&H
Fits any size tire

Baxley Trailer Co.
3300 E. Cottonwood Rd.
Dothan, AL 36301
(334) 794-2393 Fax (334) 671-1351
www.Baxleycompanies.com

phone (714) 890-5721

In to leather?

Looking good and feeling great is just part of what a new set of Z Custom leathers is all about. Choose the style, design and colors that will make you the envy of all your buddies on the track or on the street. And you'll get great quality leathers offering the best possible protection. Plus Repair and Alteration Services.

Z Leathers are custom crafted for you. When off the rack just won't do. 1 & 2 piece suits, jackets, boots. Mail $6 for our 24 page Color Catalog, or $10 for our complete Custom Ordering Kit refundable with your first order.

Z Custom Leathers
5445 Oceanus Drive, Ste. 107
Huntington Beach, CA 92649

online zcustom .com

SUBSCRIBE NOW!

Don't miss any of the action. Call Subscription Hotline (800) 464-8336.

Rossi

continued from page 35

he's off the bike and not in a huddle with his coterie of gurus, engineers and managers, he's submerged within a squabble of journalists, photographers and cameramen, and he's so popular in his home country of Italy that he's had to exile himself to London.

The pressures of celebrity really began to bite home last season. Battered by the incessant demands of the media, Rossi's sweet nature hardened somewhat; it had to if he was to preserve his sanity. And yet he still obviously loves what he's doing, and like Becks, he's fully aware of the Faustian contract he's made with fame.

"For sure there is more good than bad to being famous," Rossi says. "I first became famous when I was winning very much in 125 in '97, because I was new. Before then I was normal, but that changed my life. Now it's incredible, I don't even know when I'll return to Italy because it's a nightmare. It's heavy having so many fans following you like a slipstream but it's good, it's the journalists who are worse because they're only waiting for a mistake. If I say one word wrong, or if I crash, it's 'Ah f--k, he's stupid!'"

Amidst the madness Rossi keeps it real by surrounding himself with friends, most of whom he's known since kindergarten. His gang calls themselves the Tavullia Chihuahua (Tavullia, their hometown in Italy, the Chihuahua, a tribe of North American Indians). Of course, this is only the inner sanctum; when Rossi wrapped up the 500cc title at October's Australian GP more than 2000 Tavullians stayed up partying till 6:00 a.m., watching the race on a big screen TV. No wonder he cherishes the anonymity of London.

Rossi's conquest of this year's 500cc World Championship was relentless. Nine wins in the first 14 races made him an easy Champion over bitter rival Max Biaggi. And that success also made him only the second rider in history to achieve the 125cc, 250cc and 500cc triple crown. Hard-as-nails Brit Phil Read is the only other man to have won all three Championships and he took 10 years to do it; Rossi took just five.

Rossi's secret has been relentless progress: He started racing 125cc GPs in 1996, won that title in 1997 and moved straight to 250s for 1998. Rossi won the 250cc World Championship in 1999 and immediately graduated to 500s for 2000. Rossi quickly adapted to 500s but believes he was only fully in control from mid-2001, once his ex-Doohan crew had fine-tuned his NSR500s to suit his technique. It's no coincidence that Biaggi crashed at three of the next four races trying to keep up. "My team realized they had to change the set-up because my style is different from Mick's," explains Rossi. "He had less problems with settings because he didn't use much corner speed, he used to slide and go, like a real 500 rider. When I arrived from 250 I changed my style, sliding a bit like Mick, but I was still faster mid-corner, not because I'm better but because my style is different, and to make this style work I need a more accurate chassis set-up."

Wrestling a 500 every other weekend has completed Rossi's transformation from boy to man. Like Eddie Lawson and Doohan before him, he started 500s all puppy fat and boyish grins, and now's he's all sunken cheeks and pensive frowns.

"When I first started with 500 I crashed many times losing the front, because that's the way it is with 500s, and this is also Biaggi's problem. He's very good on a 500 but he still rides it like a 250, using the front too much, so all those crashes were front-enders," said Rossi.

So has defeating Biaggi changed their relationship? "I don't think it will change my relationship with him," Rossi says, his face cracking into a huge grin. "Because we don't have a relationship, ha ha!"

Next year the Rossi-versus-Biaggi show will almost certainly continue to dominate GPs, but both men will be racing new four-stroke GP bikes, Rossi on Honda's exotic RC211V V5, Biaggi aboard Yamaha's YZR-M1. The last-ever 500cc World Champion has mixed feelings about the new class. "It's necessary to have big balls to ride the 500 and you have to ride it perfect. The four-stroke may be quicker but for sure it won't give the same sensation. But it's a new fight, it's a new bike to develop, a bit like having a baby, so if we can win with this machine, it will be very satisfying," Rossi said.

Unfortunately, if four-stroke glory does follow 500cc success, Rossi may quit racing bikes. "I know myself very well, if I win, it's not interesting to win anymore, so maybe it's necessary to change sport, maybe I do rally instead, but it's not easy to change and be the best." If victory in next year's World Championship would mean moving to cars, Rossi can rest assured that he'll have a lot less fans cheering him to victory in 2002. **RW**

Valentino Rossi, 500cc World Champion and a man driven to living in exile by the demands of home-country fame. Photo by Sports Photography.

FIRST PERSON/OPINION:

Doohan On GP Racing

THE MIGHTY ONE DISPENSES SOME WISE WORDS ABOUT THE LAST-EVER 500CC WORLD CHAMPIONSHIP AND NEXT YEAR'S NEW-LOOK FOUR-STROKE SERIES.

By Mick Doohan

Valentino definitely had a great year, no doubt about that. The thing he's got on his side, which is the same thing I had on mine, is consistency. He's the only guy who keeps it together race after race, so that gives him an advantage. It does surprise me how quick he's found that consistency, though on the other hand it doesn't, because the way he was going at the end of his first year in 500s I thought he might well repeat what he did in the smaller classes, dominating in his second year.

Former 500cc World Champions Franco Uncini (left) and Mick Doohan place a crown on new 500cc World Champion Valentino Rossi at Phillip Island. Photo by Sports Photography.

People ask me what I taught him, but I don't know if I taught him anything! If I did, it was only to stay calm, to remember that consistency is the key and to watch plenty of stuff from previous seasons to see how other guys did it. Maybe in the earlier stages I did tell him he should break his 250 habits as soon as he could, I was trying to get him into the habit of squaring off the curves and flicking the bike quicker, both into and out of corners. With a 500, it's important to change direction earlier, to pick the bike up earlier, so you can get on the gas earlier, rather than carrying a lot of corner speed.

So would Valentino have beaten me? That's a hard one because I'm not about to make a comeback to find out! At the end of the day he's racing the same guys I was racing, and though I didn't have a great deal of problem beating them, neither does he.

The guy has had a huge amount of success and I think he'll have to start inventing different ways of riding and setting himself new goals, like I did. But so long as he enjoys riding, and so long as he's winning, because that definitely helps the enjoyment factor, he'll be okay. Plus, of course, you never know who's going to come along and challenge him.

He's become so big this year but I don't think that's a problem, he handles the fame thing pretty well. The only thing that seems to be getting a little out of hand is the amount of people he's got around him telling him what to do. From the outside, it looks like he needs to get that sorted.

With the new four-strokes there's a bit of a question mark over who'll be doing the winning but in reality Valentino will still be the man and maybe Biaggi. I think next year will be Biaggi's last shot at putting together a title-winning season. There's been a lot of talk about how quick Checa has been on Yamaha's YZR-M1 and I know he's looking forward to getting off the 500, but while I'm not taking anything way from him, I think that the guys who are consistently quickest on 500s will be the guys who are consistently quickest on the four-strokes.

Valentino has said some stuff about how he wants to choose whether he races the 500 or the RCV. Obviously he'll want to put a whole season together on the same bike but if you look back to '84 you'll see that Freddie Spencer swapped back-and-forth with the three-cylinder NS500 and the first NSR. Honda wanted him on the NSR but he raced the NS at a couple of tracks where it worked better. Maybe we could see that happening with Valentino.

I've had two rides on the RCV and it's definitely got more power than a 500. It needs finesse and that's what GP bikes are about, only a few guys should be able to ride them to the limit, we don't want a CBR600 Championship. The only thing I told the HRC guys was to knock off some of the bottom end to make the bike easier out of turns, so the rider can open the throttle earlier. If you've got too much torque down the bottom, the tire spins up too soon.

Retirement gets better and better, I've no longer got any regrets about stopping. I don't even think I'm a racer any more, so I don't wake up and look out the window. That's the first thing you do if you're a racer, and it's always a big groan if it's raining. I did that a few times last year, because I still had the smell of racing in my nostrils, but now it's gone. And the leg is pretty good, I had another operation during the summer because the toes had curled under, like they did when I first broke it in '92. So life's good, I'm off to the States now to do some riding thing at Laguna Seca. It'll be me, Freddie Spencer, Eddie Lawson and a few other washed-up racers having a bit of a wobble round. **RW**

GP TECH L.L.C.
561-988-7390
THUMBRAKES
BREAKAWAY LEVERS
FAIRING BRACKETS
AP RACING DISTRIBUTOR
RACE SUPPORT AT ALL AMA NATIONALS
WWW.GPTECHLLC.COM
1120 Holland Rd., Ste. 10 Boca Raton, FL 33487

Spears Enterprises
Sport Twin Specialists™
Preferred Performance Piston Kits™
TL1000R/S: Drop-In High Compression Piston Kits
Adjustable Cam Gears & Holder Kits
Cam Shafts • Braided Steel Brake Lines
SV650: High Compression Drop-In Piston Kits
Custom Bolt-On Rear Sets
Braided Steel Brake Lines
Road Racing Cams Available
EX500: High Compression 1 mm over Piston Kits
Over-sized Racing Valves
2 Different Road Racing Cams
Spears Enterprises LLC
100 Cristich Lane • Campbell, CA 95008
(408) 879-0724 • FAX (408) 879-0762
E-mail: Biknfool1@aol.com

DEALERS:
Sell Roadracing World. Builds floor traffic, good return. Call (909) 245-6411.

FuelCel

High Performance Composite Fuel Tanks made from Aerospace Grade Materials and Technology

Backed by the only warranty in the business we build them to order here in the U.S.A. - No import junk here!

Aprilia
Yamaha R1
GSXR
TLR
Hayabusa
RC-51
Ducati 748-996
Monster
900 SS
+ More

*Repairable
*Ready to install
*Cap options available
*Race fuel safe materials
*Primer finish is ready for paint

For a complete description of our tank products visit our web site at
www.eti-fuelcel.com
Erospace Technologies Inc.
805-449-1735

CHICKEN HAWK Racing

POP QUIZ:

What do these riders have in common?

Rich Oliver- Team Oliver: 250GP Winner Laguna Seca
Aaron Yates- Yoshimura Suzuki:600 Supersport -Road America
Steve Rapp - HMC Ducati/Corse Superbike
Mike Ciccotto - Hooters Suzuki: 750 Supersport- Road Atlanta
Larry Pegram - Competition Accessories Ducati
Jamie Hacking- Yoshimura Suzuki: 600 Supersport- Road America

It's not motorcycles or even tire brands...it's
CHICKEN HAWK RACING TIRE WARMERS.
Get a grip... the best can yours for $425.

62 Mulford Avenue, Staatsburg, NY 12580
(866) HOT-TIRE Order Line **(845) 889-8525** Tech Line **FAX: 845-889-8524**
See the real deal at **www.chickenhawkracing.com**

We take Big Bites out of our prices for you!

815-455-6800

KILLER DEALS ON PIPES

For an exhaust nearest you, e-mail **LSWORKS@MSN.COM**

www.roadracingworld.com

young gun

By Nicky Hayden

I was pretty excited to get to the last race of the year. It seemed like the season just flew by. I was looking forward to the race at Virginia International Raceway. I wanted to do really well, finish the season strong and take that momentum into and through the off-season. When you have a bad race you can't wait for the next one so you can redeem yourself. So it's always nice to finish the season good so that you don't have to carry that bad feeling for the next few months.

The first day, I didn't do so good in the first practice. I may have been riding too hard. About halfway through I settled down and found the pace. I think I was third or fourth-fastest, right at the front. In Friday's qualifying session, I qualified second or something, but I wasn't sure who all used qualifiers. So I didn't get too excited.

My bike was working pretty good, and we were actually close to the set-up. We had to run some different forks and brake calipers at Virginia for the quick-change set-up. So we had to get that endurance set-up working on Friday before anything else. We also had a new swingarm that we hadn't used since Daytona, but I couldn't even tell it was different even though it was heavier.

We had tested a bunch at Virginia, probably six days of testing all together. So we knew a lot about the track and how our bike worked there. But by the time we got to Saturday, I was really ready to line up and race somebody.

I had a big moment during practice Saturday in the ess-section. I was coming up on a guy and he highsided right in front of me. I had to go out in the grass to avoid his bike. It was right in one of the fastest parts of the esses. I was out in the grass sliding around and stuff. So it was about the biggest moment of the weekend for me. I'm glad that I had the run-off room.

I had two qualifiers to use on Saturday, but I still only qualified third. I was about four tenths of a second off Mat's pole time and kind of disappointed about my effort. I didn't even get close to Mat. I thought I had a couple of more tenths in me, but ended up pretty disappointed by how it went. I think the track was a little bit slower on Saturday.

I definitely worked my guys pretty hard during the weekend. I kept wanting to change my transmission. So each night they had to take motors out of each bike and change the internal gearing. They work hard for me all of the time, but they worked extra hard for me this weekend. They were there working late every night at Virginia, but I think it paid off.

Sunday morning, I was pretty happy with my bike. The only problem I did have was some chatter in the front that we couldn't get rid of. It took away some of my confidence in my front end. It was right when I would turn in, when I would really need to load the front in order to turn the bike. We never really got it fixed, but that's just the way it is sometimes.

There wasn't a lot of time to fix it in Sunday morning warm-up. We had to do the pace-car practice and practice pit stops and scrub tires. Honestly, we couldn't get the race tires scrubbed that good because it was so cold. We don't put them on the warmers just to scrub them in so that we don't put an extra heat cycle through them. So I barely got them scrubbed in, if at all. I think our practice pit stops went okay, though.

I was really ready to race, but there were so many variables coming into this one. We had the pit stops and the pit-lane speed limit and everything that goes with that. We didn't have a special pit-lane rev-limiter like some of the teams. My guys just knew from the transmission gears how fast the bike would be at what rpm. They had the tachometer marked where I needed to be to stay below 50 mph.

I went out right at the beginning and ran third for a while. Eric (Bostrom) and I went back-and-forth a little bit. I got by him one time, and he got back by going into turn one. I moved into second place, then Kurtis (Roberts) made a mistake and I took the lead from him.

I led up until the pit stop with Anthony (Gobert) on me the whole time. He pitted one lap before I did. Then I came in and my pit stop went really good. I don't know who had the fastest pit stop but mine had to be pretty quick. I could've made it faster but I didn't feel the bike come off the stand. So I didn't take off quite as quick as I should have. We only changed the rear tire and put in a little bit of fuel.

After I got back out, it took me a couple of laps to get back up to speed. I don't know why, but I kind of got thrown out of my rhythm. Anthony caught back up and went by me. At one time, Anthony got a lead and put some lappers in between us. I got back on him and passed him up the front straightaway. I was able to put in a couple of clean laps to pull out a gap. Then I basically just held onto a two-second gap until the end.

I was really happy to beat Anthony. At Sears Point, we went head-to-head and he beat me. I thought that it was important to not let him win another head-to-head battle against me. Also, to win four races in a row is really exciting. For the victory lap, I got to ride around with the American flag, which I thought was very cool.

I was surprised by how many fans came to VIR. For a first-time race, that was really impressive to see. I'm sure we'll be back there next year or at least I hope so. Even though it was a track that I really like and I'm glad that we raced there, it was a little hard to pass at VIR. But I don't think it was as bad as everybody thought it would be. I think it was easier to pass there than at Loudon or a lot of the other tracks. Also, looking back now, I think it was the right decision to run the shorter course rather than the full course.

After VIR, I came home for a couple of days. Then it was back on another airplane to go to California to go do one of Danny Walker's American Supercamps for a couple of days. Those are always fun.

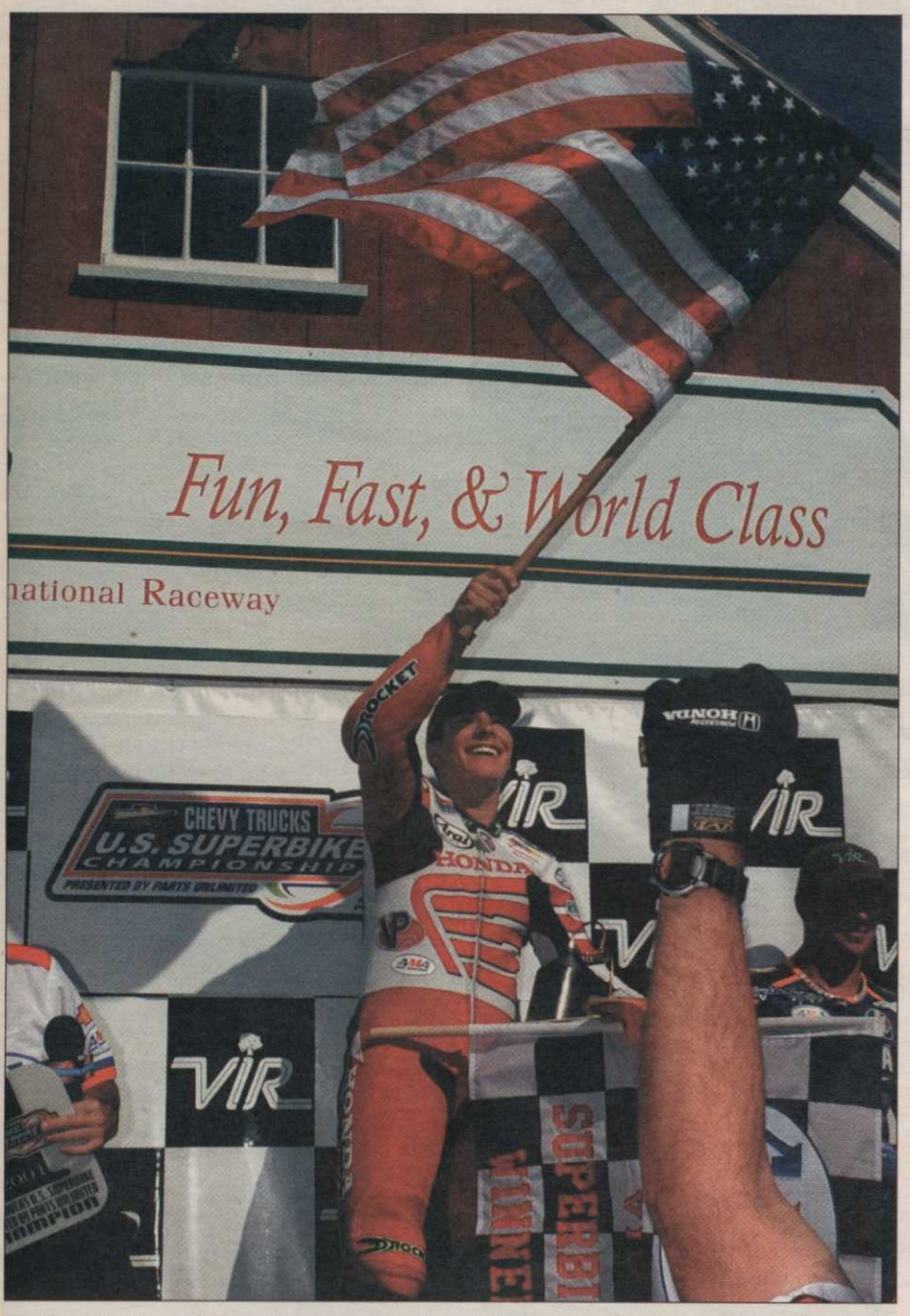
The following Saturday night I got to ride in the short track race at Del Mar on a new Honda CRF450F that had been DTX'ed. I ended up getting second in the short track race. I came from the Semi, so I had come up through the pack. I just about won it on the last lap but I couldn't get past the winner. I had a lot of fun just riding the bike. I was really surprised at how good the bike was and how good we did on it. It was still in the motocross frame. The guys at White Brothers did the DTX conversion and suspension for us. Some guys at Honda tuned it up a bit, but it was basically stock. I mean it was a last-minute deal that Chuck Miller (Honda Motorcycle Racing Team Manager) put together for us.

I rode the Honda on the mile also and got fifth. That track usually breaks up and gets real rough. If that had been the case, I think we would have done a lot better. But it stayed pretty good and slick. So it didn't work that great on the mile in the motocross frame. But I definitely want to thank Honda for giving me the oppor-

tunity to ride it. I guess this was the first time a factory Honda competed in a dirt track since 1988. I had fun, and it was definitely cool. I hope it added something to their series.

I went straight from Del Mar up to San Francisco to have surgery on my wrist. I had the Carpal Tunnel Syndrome corrective surgery done. It went pretty good. I was a little nervous about whether I should get it done or not. I guess I felt that I was taking a risk, but now I'm glad that I did it.

The Carpal Tunnel didn't bother me all of the time, but when it did, it would be miserable. Some times when I would be riding in a race, my hands would go numb.



On the AMA Superbike podium, Virginia: "To win four in a row is really exciting. For the victory lap, I got to ride around with the American flag, which I thought was very cool." Photo by Brian J. Nelson.

I don't know if anyone ever noticed on TV, but at Mid-Ohio, you could see me going down the straightaway shaking my hand to get my fingers to come back to life. That was no fun.

Braking was a big adventure because I couldn't feel the brake lever and how hard I was braking. So that was a little bit dangerous and scary. But it was something that was weird. Some weekends it wouldn't bother me. I guess it would depend on the track. Now it hopefully won't be a problem anymore.

I did both wrists. I was only gonna do the right because it's more of a problem. With the left wrist, you can take your hand off on a straightaway and move it around a little bit. But your right wrist, you can't ever take it off the gas. So I went ahead and did both wrists. Roger Lee got both of his done, too. Our mom is here taking care of us. She's got her hands full because both of us have both arms in a sling and can't do anything. Dr. Ting did the surgery. We're going to get them checked out again before we head back home to Kentucky, but we'll probably be doing a whole lot of nothing for the next four to six weeks.

The year went pretty good, I guess. It was a safe year, and I learned a lot. I would've liked to have done a little bit better at the beginning of the season, but that's one of the things that I need to work on next year—consistency. It seems like it gets tougher every year, and next year will be no exception with more top guys riding Superbikes only. I don't think it will be a big deal. I'm looking forward to next year and picking up right where I left off.

The year went pretty pretty good, I guess. It was a safe year, and I learned a lot. I would've liked to have done a little bit better at the beginning of the season, but that's one of the things that I need to work on next year—consistency. I gotta give it up for my guys though. I owe a lot to Dan Fahie, Jefferson Burke, Davie Jones, Merlyn Plumlee, Ray Plumb, Darin Miller, Brian Uchida, and Chuck Miller. They have to make a lot tough decisions, and they always seem to make the right ones. Mark and Clint from Showa really took care of me this year as well. Also I want to say thanks to Jim Allen and the crew from Dunlop, Freddie Spencer, Joe Rocket, Arai, Offbeat Productions and all of the other sponsors and people that make what I do possible. I'm really fortunate to be part of such a great team. **RW**

Cool Running Race Gear, Inc.

Leave the Heat Behind!

Motorcycle Race Vest

Driver's Vest Pit Crew

Cool Running Race Gear is the "Tool of Cool" Dont suffer the heat in race leathers or Nomex suits any longer! Slim and comfortable, these fitted vests do not limit movement and keep you cool the entire race. They engerize in 25-30 minutes in a mix of ice and water. Priced to be affordable, they will change racing forever. This is the best investment in racing comfort you can make.

$249.00 * Introductory Price*

www.coolrunningracegear.com

305-687-4566

Roadracing World.
Honest Journalism, Not Mindless Cheerleading.
Subscription Hotline (800) 464-8336.

Barnes Wins Three Of Four At Daytona, Higbee Is F-USA Champion

By David Swarts

On his 33rd birthday, Michael Barnes won three of the four races he entered in the Formula USA season finale, including the second Unlimited Superbike race which, along with the Championship, was decided by bravery in the face of a last-lap cloud burst at the chicane.

At Daytona, Barnes won the Buell Lightning Series race and Championship, the Pro Sportbike final and that fateful second Unlimited Superbike, using two Hooters Suzukis and an Innovative Research Buell, all on Metzeler DOT-labeled tires.

Aside from Barnes' runaway win in the Buell event, all four of the featured National Road Race Series races were thrilling contests full of the back-and-forth drafting action that has made Daytona International Speedway a racing landmark. Unfortunately, one of the most dramatic races of the weekend involved Formula USA officials trying to finish Sunday's race program before a line of rain showers reached the racetrack. Despite efforts to push the Sunday-afternoon program, rain showers fell in the chicane on the next-to-last lap of the second Unlimited Superbike race, playing a major role in the outcome of the race and the Championship.

Start of the last lap of the second, title-deciding F-USA Unlimited Superbike race at Daytona, Shawn Higbee (14) chased by Grant Lopez (1), Michael Barnes (34), Eric Wood (4), Lee Acree (84) and Mike Ciccotto (13). Photo by Brian J. Nelson.

A familiar face returned to Formula USA action at Daytona in the form of Josh Hayes. Back with Team Valvoline EMGO Suzuki after two seasons of AMA racing with American Honda-backed teams on Dunlop tires, Hayes came to Daytona to get re-acclimated with Suzukis and Michelin tires. Armed with the new Michelin Pilot Race 2 DOT-labeled race tires, Hayes and reigning F-USA Champion Grant Lopez were at or near the top of every timesheet in practice and qualifying.

Leading the Unlimited Superbike Championship points and holding the Daytona lap record for the class, KWS Motorsports' Shawn Higbee got up to speed quickly after a late arrival to the track on Thursday. Higbee immediately began sorting through Dunlop tires, testing eight different rear D208s during Thursday's 200-mile Team Challenge alone.

Arclight Suzuki's Lee Acree and Brian Parriott were also quick right out of the box on their Metzeler-shod GSX-R750s. The Arclight riders—particularly Acree, who arrived at Daytona second in the point standings—began making big set-up changes, looking for an edge over the competition. The set-up search had both riders running mid-pack times through most of the weekend's practices.

Halfway through the first F-USA Unlimited Superbike race at Daytona, Josh Hayes (21) leads teammate Grant Lopez (1) in a runaway battle for first place. Photo by Brian J. Nelson.

In Saturday's even-numbered qualifying session, Higbee threw down the gauntlet early with a 1:52.994 on his second flying lap, just short of his own lap record, on a Dunlop D208 Daytona race tire. Late in the session, the KWS crew mounted a 501-compound rear tire on Higbee's bike, hoping the softer race tire would put him into the low-to-mid 1:52s. Unfortunately, the softer tire didn't work with the race set-up, and Higbee could do no better. Then Higbee suffered even more misfortune during post-qualifying dyno checks.

The KWS team had done all its at-track dyno testing with a Daytona-spec rear tire on Higbee's bike. After qualifying, Higbee's big-bore GSX-R750 went onto the official dyno with the 501-compound rear on the back. According to KWS owner Kevin Hunt, the softer tire gripped the dyno's drum better, producing 145.3 horsepower, two horsepower more than the team had tuned the bike for. Hunt said that a back-to-back dyno test with both tires confirmed his speculation as the cause of the horsepower jump. Higbee's time was disallowed and the soft-spoken rider ended up with a last-row starting position.

Hayes and Acree, riding in different qualifying session, recorded identical times of 1:53.198. The tie-breaker was each rider's second-fastest lap time, giving Hayes an advantage with a 1:53.588 to Acree's 1:53.629. Lopez qualified third-fastest with a 1:53.361 after spinning a spinning his first tire on the rim early in the session. Penguin Racing Schools' Eric Wood completed the front row with a 1:54.185 on Dunlops.

Grant Lopez leads Shawn Higbee and Michael Barnes out of the infield and onto the west banking on the last lap of the second F-USA Unlimited Superbike race at Daytona, in a fateful run to the chicane. Photo by Brian J. Nelson.

Parriott started the second row with a qualifying time of 1:54.514 on Metzeler race tires. Barnes qualified sixth with a 1:54.651 even though he crashed on his final flying lap. Blackmans Aprilia's Chris Carr earned the seventh starting spot with a 1:54.755 on Metzeler race tires. Mike Himmelsbach earned the last spot on the second row with a 1:55.576 on another Blackmans Aprilia. Roadracingworld.com's Chris Ulrich, Blackmans' Tray Batey, Spark's Steak House's Chuck Chouinard and White Tip Racing's Roland Williams lined

up on row three.

Mike Ciccotto crashed and disabled his Hooters Suzuki after just one flying lap, leaving him 18th on the grid.

With the rainy weather still hours away, Hayes led Acree and Lopez into turn one from the pole with Wood, Barnes, Parriott, Carr, Ulrich and Ciccotto falling in line the first time through the infield. By the end of the first lap, Higbee was up to ninth but smoke was pouring off his KWS Suzuki; the countershaft seal was leaking, and Higbee was black-flagged out of seventh place, on lap two.

Meanwhile, Hayes and Lopez had already opened a gap on the group of Acree, Wood and Parriott who were in turn followed by Barnes, Carr, Himmelsbach, Ulrich, Batey, Ciccotto and Chouinard. Acree looked as if he was trying to catch up to the leaders on lap three but realized that Higbee was in trouble and went into a more conservative mode. "I saw the black flag with his (Higbee's) number on the board," said Acree "So I knew he had to stop at least. They (Arclight team) were showing on my board that he wasn't in there for a couple of laps. So I knew he was out of

Shawn Higbee's chances at taking the F-USA Unlimited Superbike Championship looked grim early in the first race at Daytona, when his bike popped out its countershaft seal and sprung a leak. Photo by Brian J. Nelson.

the points. Josh (Hayes) and Grant (Lopez) were running a good pace, so I started to be a little conservative."

Lopez and Hayes continued their private duel with lap times in the mid-1:53s and neither rider displaying any significant advantage. Hayes looked to be a little stronger in the infield with Lopez getting slightly better runs from the chicane to the tri-oval. However, neither rider ever left the other's draft until lap nine of 12 when Hayes crashed in the infield dogleg.

"Grant was a little slower through sections of the infield that I felt comfortable in," explained Hayes. "I really was feeling good when I crashed. It was just one of those deals where I got in and started to lose the front and tried really hard to save it. Eventually, the rear came around and it got away from me. But I was riding a good, comfortable pace. I was thinking we may lose to Grant at the end of it because he was riding good and smart, but I wanted to be on the podium. I just goofed up." Hayes' bike, which had been Ben Spies AMA 750cc Supersport bike, was destroyed and Hayes would not start the second Unlimited Superbike leg.

No contact was made between Hayes and Lopez although both riders admitted that they were racing each other hard rather than working as a team. "We had no plans," said Lopez. "It was just Valvoline EMGO Suzukis on Michelins up front. We had Michelins, good riders on good equipment and it was a good battle. We were fighting, you know. We weren't putting each other into the grass or nothing, but we were racing. You're supposed to race hard. That's what racing is all about. These Michelins are the best tire I've ever had at Daytona."

After Hayes' crash, the main focus of attention was on the battle for second between Acree, Parriott and Wood. Actually the battle for position was between Acree and Wood because following the Portland race where Parriott accidentally knocked teammate Acree off the track, Parriott was in no way going to interfere with Acree's race and potential Championship.

As it often does at Daytona, their private race for second came down to the last lap. Acree led Wood and Parriott around a lapper in turn one, through the infield and out onto the west banking. Contrary to popular practice, Wood chose to pass Acree and lead into and out of the chicane.

After saying that his race-long plan was to sit on Acree no matter what, Wood changed his mind, later explaining, "There was a lapper way down on the inside of the track. (Acree) tried to go down in there and suck off of him, and Lee's entrance into the chicane is up high. I thought, 'If I go up high and keep him from going to the outside, his entrance to the chicane is gonna get blown and maybe I can gap enough to go.' So I just went for it and did a little Miguel Duhamel move. I copied it the best I could and luckily we held him off."

Wood's "little Miguel Duhamel move" was an edge-to-edge weave all the way from the chicane through the east banking and into the tri-oval. "(Wood) was weaving all over the banking to the point where I wasn't going to follow him,"admitted Acree. "As much as he was weaving, I was afraid if I got up next to him we might end up hitting and going into the wall or something. So I just stayed behind. With him going all over the place like that I couldn't get a good tow, and I just followed him to the line." Acree added that he passed

continued on page 72

INTERNATIONAL RIDER'S SPOT

RS TAICHI

Factory Yoshimura Suzuki & RS Taichi Rider Aaron Yates

EXPERIENCE PERFECTION!

Experience for yourself, the comfort, fit and protection of RS Taichi racing leather suits, gloves, and apparel. All RS Taichi leather products are created in Japan by highly trained craftsmen using only the best in Japanese leather and state of the art materials. RS Taichi has been developing racing apparel for over 20 years and the number one priority is always to provide the safest, most comfortable and absolutely best quality products on the market. Factory riders like Yoshimura Suzuki's Aaron Yates and Sport Rider Magazine Editor Kent Kunitsugu depend on the protection, durability and comfort of RS Taichi leather racing suits to win races and championships, and so should you.

See the complete line of RS Taichi leather racing suits and apparel on line at www.rs-taichi.com or call (310) 542-4974 for your free 2001 catalog or for more information.

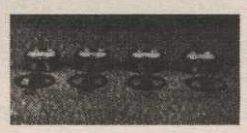
RS TAICHI USA
409 N. Pacific Coast Highway PMB #641
Redondo Beach, CA 90277
www.rs-taichi.com email:taichi.usa@rs-taichi.com
Phone: (310) 542-4974 Fax: (310)370-1206

RS TAICHI USA

RACING ENGINE SERVICE

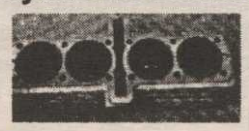
Precision Machine Shop Services...

Big Bore Piston Kits



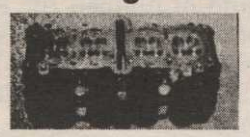
GSXR750 Air-cooled 907cc kit 85/87 90/92 with sleeves
GSXR750 Water-cooled 907cc kit 93/95 with sleeves
YZF750 Yamaha 856cc kit 95/96 with sleeves
GSXR1100 Water-cooled 1192cc kit 92/96 with sleeves
GSXR1100 Water-cooled 1206cc kit 93/96 with sleeves
GSXR 600 Water-cooled 647cc kit 96/98 with sleeves

Cylinders Bored



Finished On Sunnen Hone
4 Cylinder $130.00 CBR 600F2
6 Cylinder $180.00 CBR900RR
Twin Cyls. $65.00 - $140.00
(Special prices with purchase of piston kits)

Multi Angle Valve Jobs



(SuperSport Legal)
4 Cylinder, 4 Valves $295.00 (valve guide seals extra)
4 Cylinder, 5 Valves $325.00 (valve guide seals extra)

Complete Dyno Facility...
- 400 HP Engine Dyno
- Super Flow SF250 EDY Current Chassis Dyno

....gives private racers testing capabilities previously only available to factory teams!

Call Today for Pricing and a FREE CATALOG

Racing Engine Service
11725 East FM 917 ♦ Alvarado, Texas 76009
PHONE: (817)783-6699 ♦ FAX: (817)783-6693

Roadracing World.
Honest Journalism, Not Mindless Cheerleading.
Subscription Hotline (800) 464-8336.

continued from page 71

the lapper before the entrance to the chicane proving that Wood's violent weave was the most effective part of his plan.

Lopez took the win by 10 seconds over Wood. Acree's third was good enough to give him a five-point lead over Higbee going into the second race. Parriott took a close fourth ahead of a lonely—and tired—Carr in fifth. "I'm not used to using the brakes that much for that long," said 2001 AMA Dirt Track Grand National Champion Carr. Himmelsbach took sixth from Barnes by a wheel on the last lap with Chouinard eighth, Batey ninth and Ulrich rounding out the top 10. Ciccotto had crashed right in front of Ulrich in the west horseshoe on lap eight, and re-mounted to finish 15th.

The second Unlimited Superbike race had a much more dramatic finish in more ways than one. The battle for the race win involved six racers, and there was the Championship points battle with Higbee needing to charge from the back of the grid and beat Acree by at least one position and there was the underlying race to beat the rain.

Race two started with Parriott grabbing the holeshot over Barnes from the second row, Wood, Lopez, Acree, Carr, Batey and Powersports' Marco Martinez. Parriott, Barnes and Lopez began to stretch a lead exiting the infield onto the west banking for the first time, but there would be no breakaways in this race. The group quickly reassembled with Barnes leading the screaming freight train over the line with Higbee already up to ninth. Higbee's charge to the front was incredible to witness as he led into the International Horseshoe at the start of lap three.

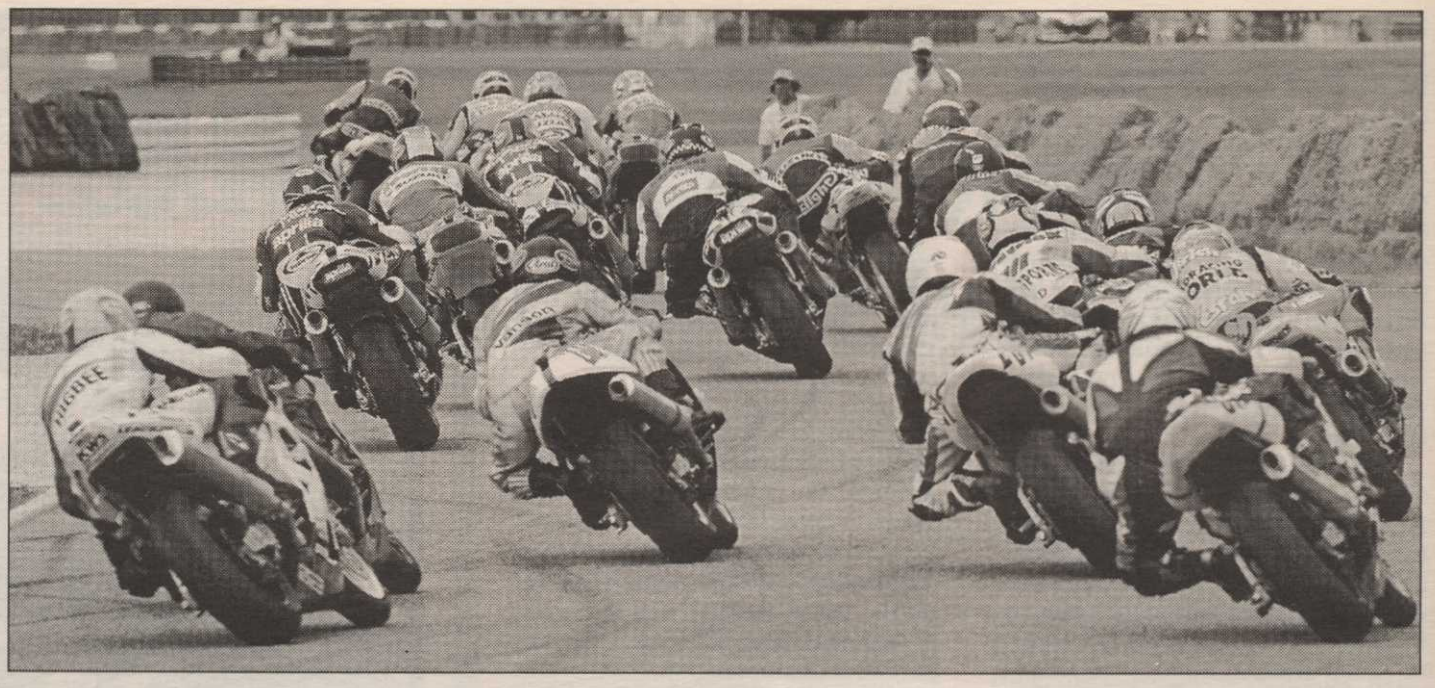
Higbee tried to pull away and had a small 0.4-second lead over Lopez at the line to start lap four, but just as the draft was Higbee's ally in reaching the front, it was now his foe as the draft prevented him from shaking his pursuers. Soon, a lead group formed consisting of Higbee, Lopez, Acree, Parriott, Wood and Barnes with Ciccotto just out of the reach of the group's draft in seventh.

Through the middle of the race, Ciccotto found the still air behind the large group and joined the pack as Parriott overshot the chicane and lost the group's draft. Within the group, Higbee and Acree continuously traded positions with the potential Championship outcome changing with practically every pass.

As the race and Championship tensions built, observers in elevated vantage points could clearly see rain falling just outside of the speedway to the south. It was only a matter of time before the call came in and on lap 11 it did, "Rain in the chicane."

Lopez led Higbee, Acree, Ciccotto, Barnes and Wood down the back straight at 170 mph, not knowing that rain awaited them and their semi-slick DOT racing tires. "Man, it was unbelievable!" Wood told reporters. "The white-flag lap when we went into the chicane, no one had any idea. All of a sudden, it was just rain falling. Everybody started braking early and losing the front end and bumping into each other."

"I thought I was in good shape right behind Shawn," said Acree. "We came out on the back side and it was pouring going into the chicane, I mean absolutely pouring right at the braking area. We had no warning until we arrived at the braking area. Everybody was sideways." Ciccotto had the biggest slide at the exit saying, " I slid all of the way up to the banking, hit the Airfence, kind of jumped the end of it, and brushed against the speedway wall before I got control."



Start of the second F-USA Unlimited Superbike race at Daytona, Brian Parriott, Eric Wood, Grant Lopez, Michael Barnes and Lee Acree up front and Shawn Higbee starting his charge from the back of the grid. Photo by Brian J. Nelson.

Repeat F-USA Sportbike Champion Lee Acree celebrates in winners' circle at Daytona. Photo by Brian J. Nelson.

With everyone holding their breath for the riders' safety, Higbee came around in the lead. "Lopez went in there and he was going kind of slow," said Higbee after the race. "He started sliding around going in and kind of tested the water for me. He got out of shape. So I knew it was real wet. I just babied it through there and kind of listened to the engine." Lopez held on to second and passed Higbee into the mostly dry International Horseshoe, which was just starting to see its first rain, ahead of Acree, Barnes, Wood and Ciccotto as the stretched pack came through and onto the west banking.

"We get onto the west bank and the track's dry again," laughed Wood in disbelief. "So we're jostling for last-lap position and at the same time trying to figure out where the hell the track starts getting wet again."

"I thought maybe when we came back around it would just be sprinkling back there," said Lopez, who was leading the race on the back straight on the last lap. "We came around (on the back straightaway) and it was blinding rain. I hit the next blinding thing of rain, and I just stopped, you know? Everyone just kind of tip-toed on through and out and that's how they finished. That was no kind of race at all. It was just asinine. I'm totally disgusted with Formula USA. I cannot believe Formula USA would allow that to happen."

Josh Hayes (21) and Michael Barnes (34) battled for the Sportbike win at Daytona, with Barnes using the draft to beat Hayes in a classic Daytona move. Photo by Brian J. Nelson.

When asked if he stopped racing for the lead, Acree said, "Oh hell yeah! It was slick everywhere. I've never been a rider that has a crash-or-win mentality. I chose to ride where I could finish the race. If I crashed I could've dropped even further back in the Championship. If Shawn had crashed I would have won. I made my opinion on racing in the rain at Daytona known in the spring, and it hasn't changed. It may have been different if it was only raining in the infield, but I may have been overly cautious in the bad areas where there are walls."

Lopez and Acree checked up the most, allowing Higbee, Wood, Ciccotto and Barnes to come through at the chicane, but all six riders admitted that they barely made it through the wet chicane on semi-slick tires.

"Those guys backed off because they saw it first," said Barnes. "I sat up and was going considerably slower than what we usually would but still quite a bit faster than those guys. I passed them and took the lead. I went sideways into the chicane and straightened out in the chicane a little bit and back out again. I looked back and I had four seconds. So I downshifted at that moment and went to the flag. I saw they were coming because they had a better drive using me as a gauge. I was looking back to see how many were left because I was surprised that I made it through." Barnes made it around the now completely wet track to take the win over Higbee, Ciccotto, Wood, Acree and Lopez. Higbee's finish relative to Acree's gave Higbee the 2001 Unlimited Superbike Championship by four points.

After winning the Championship, Higbee said, "I couldn't believe they had us finish the race in the rain like that. I mean, that was just unbelievable. I was willing to push as hard as I had to get out front. If I fell down, I fell down, but I had to stay out front. I'm really lucky that I stayed up on two wheels.

"I think that we need to investigate the rules. We need to look at conditions like that. It really wasn't safe, and we're lucky no one got hurt because it was very dangerous conditions. It worked to my advantage but it very well could have worked to my disadvantage. I could have ended up in the haybales and ended up in the hospital or worse. I think we need to talk about the rules

for next year." Higbee's feeling were echoed by all the other top-seven riders in Unlimited Superbike race two.

When asked about the decision to continue Unlimited Superbike leg two, Formula USA's Kenny Abbott said, "I didn't want to make the decision to stop the race and effectively decide the Championship. But we will consult our teams and riders over the winter and look at our rules and policies regarding rain during our races."

Behind seventh-place Parriott followed Carr, Himmelsbach, and Edge Motorsports' Michael Fitzpatrick to round out the top 10.

Barnes Wins Pro Sportbike Race, Acree Wins Pro Sportbike Championship Again

Hooters Suzuki's Michael Barnes won his second consecutive F-USA Pro Sportbike race at Daytona by 0.042-second in a classic Daytona drafting battle with Team Valvoline EMGO Suzuki's Josh Hayes. Arclight Suzuki's Lee Acree rode a conservative race to a lonely fourth, enough for Acree to win his second straight F-USA Pro Sportbike Championship.

Released by American Honda early so that he could start off-season testing with the team that gave him his professional racing start, Hayes showed up at Daytona in Valvoline EMGO Suzuki leathers on Barry McMahan-tuned Suzukis. With a help from a selection of new Michelin Pilot Race 2 tires, Hayes led every single Pro Sportbike practice session at Daytona despite the fact that it was Hayes' first time on the new Suzukis and Michelins after two years on Dunlop-equipped Hondas. Unfortunately, Hayes' success didn't follow him into qualifying.

At the beginning of the odd-numbered qualifying session, Hayes and Acree worked together, drafting each other around the track, and traded fast lap times for a while. Then on lap four, Acree recorded a 1:56.842 on his Metzeler race tires to better John Hopkins' class lap record of 1:57.14 set during the Spring Formula USA weekend at Daytona. Hayes, however, could do no better than 1:57.360 because his Suzuki's transmission started jumping out of gear. Finally, Hayes' transmission locked itself out of all gears going into the chicane, ending his qualifying session early. The problem was with the shift drum detent bolt backing out, a problem common with Suzuki GSX-R racebikes.

Acree's time held up for the pole. "I'm happy with getting the record and the pole position," said Acree. "But the I'm not getting too excited because Josh (Hayes) just did a 1:56.2 this morning. I'd like to race with Josh tomorrow, but my main concern is doing what I have to do tomorrow to win the Championship."

Hayes' time would not hold up for second-fastest if his Suzuki could not make a dyno run, but the official Dynojet dyno operator was able to find a gear, believed to be third or fourth, and made two dyno pulls in the neighborhood of 106 horsepower. The dyno test was stopped early for safety concerns as Hayes' transmission was making noises as if it might come apart.

Third on the grid went to Barnes with a 1:57.575 on Metzelers with Woodcraft's Eric Wood completing the front row with a 1:58.137 on a Dunlop-shod Suzuki GSX-R600. Scott Greenwood, winner of two CCS National Championship races during the Race of Champions weekend at Daytona, was fifth-fastest on another Dunlop-equipped Suzuki with Dianetics' Stoney Landers, Roadracingworld.com's Chris Ulrich and Shogun's Paul Harrell, the first non-Suzuki rider, completing the second row. Mike Ciccotto's best lap on his Hooters Suzuki put him ninth on the grid after a difficult session that saw him crash early-on, lose his transponder and get black-flagged to get a new transponder.

Harrell was the only other rider other than Acree with a mathematical chance of winning the Pro Sportbike Championship. Harrell needed to win the race and have Acree score zero points to win the title, but Harrell was struggling to find the set-up he needed to run up front.

In the race, Barnes took the early lead over Hayes, Acree and Wood. Greenwood drafted up to third going into the chicane before moving into second place, 0.9-second behind Barnes, at the start/finish line. Hayes passed Greenwood going into turn one and caught back up to Barnes through the infield. Then Hayes and Barnes began to separate themselves from the rest of the field with high-1:57 laps. After two laps, the order was Barnes ahead of Hayes by inches with Greenwood holding onto third in front of Ciccotto, Wood, Acree, Shan Ball, Larry Denning and Landers with Harrell back in 10th.

A pattern began to develop with Hayes pulling a decent advantage through the infield and onto the west banking and Barnes drafting back beside or past Hayes by the time they reached the finish line. Meanwhile, Ciccotto had broken away from the battle for fourth and was catching the leaders. On lap five, Ciccotto did a 1:56.213 for a new race lap record and caught the lead pair while Acree now sat alone in fourth.

Ciccotto raced for the lead for three laps until he suffered a big slide in the International Horseshoe. On the same lap, Ciccotto lost a lot of ground in the chicane with what later turned out to be a near highside that activated his tip-over kill switch. The race for the win was now back to a duel between Barnes and Hayes.

Hayes and Barnes began to lap quicker and quicker, dipping into the high-1:56s. Hayes continued to pull leads out of the infield and onto the west banking, but Barnes was not passing Hayes back anymore. On lap 11 of 12, Hayes turned his fastest lap, a 1:56.910, and took his biggest lead of the race onto the back straight. Barnes looked as if he might be done.

But on the final lap, Barnes put his head down and turned his fastest lap of the race, a 1:56.879, and Hayes' lead onto the west banking was smaller than it was the lap before.

"I had looked back earlier in the race and Mike (Barnes) had run me down from so far back," stated Hayes. "I said, 'Man, what am I gonna do?' I pulled out every trick in the book. I went down into the chicane, sat up really early and kept the gas on as long as I could before I hit the brakes. I even got the luck of a tow around the east banking off a lapper. I thought I had him for sure." But it wasn't enough as former F-USA Champion Barnes measured Hayes up through the chicane.

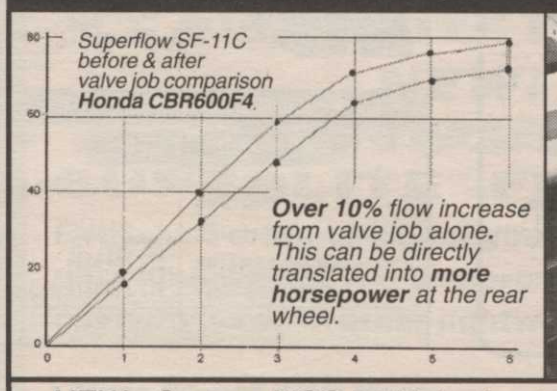
"That was pretty much distancing,

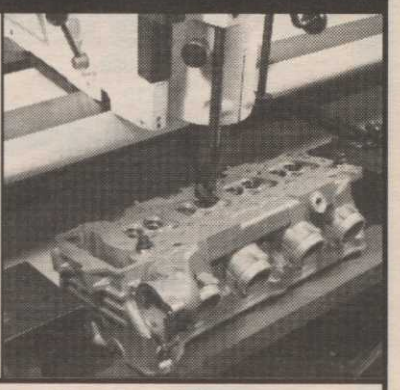
continued on page 74

Two Brothers Racing
Made in U.S.A.
Pipes for the Real World

C2 Titanium canister featured
Guts for Real Riders

C4 Carbon Fiber canister featured
1. STAINLESS STEEL SPIRAL POWER CORE (INDUSTRY EXCLUSIVE)
2. DIE CAST ONE PIECE ALUMINUM ENDCAPS (PATENTED)
3. STAINLESS STEEL REINFORCING BANDS AND RIVETS
4. STAINLESS STEEL WOOL 2 LAYER WRAP (1ST STAGE)
5. STAINLESS STEEL WIRE WRAP
6. HIGH TEMPERATURE FIBER 2 LAYER WRAP (2ND STAGE)
7. YOUR CHOICE OF C2 (SMALL OVAL IN ALUMINUM, CARBON FIBER, X-METAL OR TITANIUM), C4 (ROUND IN ALUMINUM, CARBON FIBER, X-METAL OR TITANIUM) OR C5 (LARGE OVAL IN CARBON FIBER, X-METAL OR TITANIUM) CANISTERS.
HIGH PERFORMANCE EXHAUST SYSTEMS AND ACCESSORIES FOR:
BMW · BUELL · DUCATI · HONDA
KAWASAKI · SUZUKI · TRIUMPH · YAMAHA
order online at www.TWOBROS.com
TWO BROTHERS RACING
401 SOUTH GRAND AVE., SANTA ANA, CA 92705
TEL: 714-550-6070 FAX: 714-550-9661

More FLOW = More HORSEPOWER



• NEW - Sunnen VGS-20 Valve/seat cutting machine
• Guaranteed valve job accuracy/concentricity
• SPECIAL $180.00 Super Sport legal valve job
• High performance engine building and head porting
• Superflow SF-11C computerized flow bench
• Full service shop with Dynojet chassis dyno
• Racing suspension modifications and expert setup
• Tires, batteries, jet kits, exhaust systems and more...
authorized RACETECH dealer
California's Performance Choice
VISA MasterCard DISCOVER
R-CAL RACING
714-848-6797
714-848-6208 fax • website:www.rcalracing.com
16651-H Gothard • Huntington Beach, CA 92647

www.roadracingworld.com

Extreme
CRANKSHAFTS

Chuck Graves depends on APE lightened and balanced crankshafts in his Formula Extreme Yamaha R1, as well as his championship winning Willow Springs Formula One bikes.

- QUICKER ACCELERATION
- MORE POWER TO THE GROUND
- IMPROVED HANDLING (less gyro)
- COMPUTER BALANCED

$199.00
Customer supplied crank

• JOURNAL REPAIR also available

NEW IN STOCK

ADJUSTABLE CAM SPROCKETS

GSXR600
GSXR750 2000/01
GSXR1000
SV650
Hayabusa
ZX12
CBR929
CBR600F4

APE
818-842-4952
1010 W. Oak St. Burbank, Ca. 91506
www.aperaceparts.com

MOTO LIBERTY

YOUR BODY IS A TEMPLE.
(WORSHIP IT.)

1
SOOTHE IT
Dainese T-Age provides top of the line comfort in one or two-piece styling.

2
PROTECT IT
Kushitani leathers provide the ultimate in protection and safety.

3
GET IT – NOW!
We offer the Southwest's best selection of in-stock leathers.

Dainese
Kushitani
Sidi boots
Arai & Shoei
Vanson
Fieldsheer
& More....

Check our monthly internet specials at
motoliberty.com

Moto Liberty
11441 North Stemmons Freeway | 800 214-RACE
Suite 209, Second Floor | 972 243-5995
Dallas, Texas 75229 | 972 243-6878 (Fax)

Axxion Valves In Stock!

TRAXXION DYNAMICS

PENSKE RACING SHOCKS In Stock!

www.traxxion.com
Motorcycle Suspension Service
(770) 592-3823

SUBSCRIBE NOW!
Don't miss any of the action. Call Subscription Hotline (800) 464-8336.

continued from page 73

getting the right gap before I put the hammer down in the draft," said Barnes. "His bike was as quick as mine. So I really had to use the draft and really slingshot around him. I had tried to pass him before without as much momentum and just kind of sat still beside him at the line a couple of times previous. I was ecstatic to be able to do it on the last lap."

Barnes came by Hayes with draft-aided speed to spare and won at the

Buell Lightning Champion Michael Barnes celebrates after winning the race at Daytona. Photo by Brian J. Nelson.

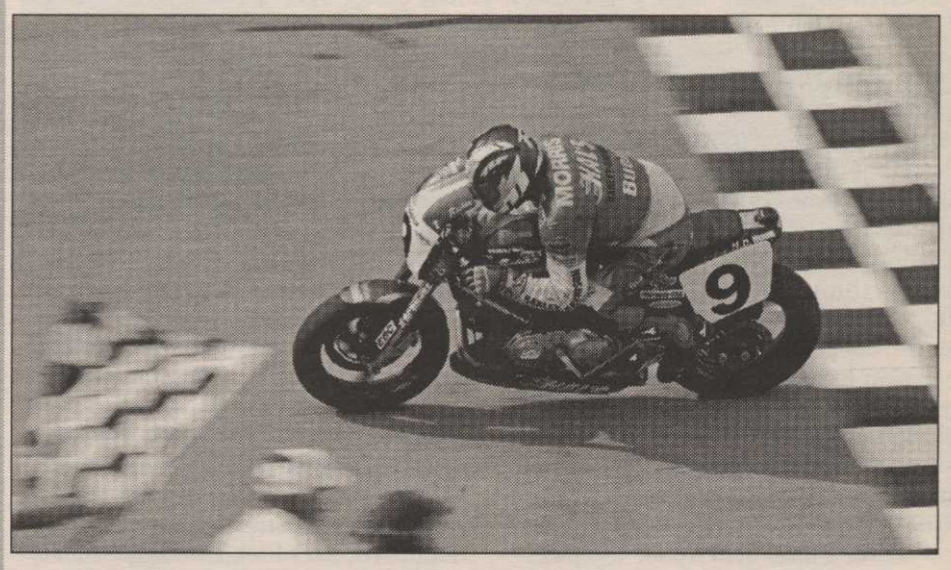
home for another year."

Dallas Cycle Sport's Ball came home fifth, his third consecutive top-six finish to finish the season fifth in points. Wood came in sixth just behind Ball and just ahead of New England Performance's Greenwood. The battle for eighth place was a show all its own as nine riders fought for the entire race, often crossing the start/finish line three and four wide. In the end, first-year Expert racer Pedro Valiente took eighth on his Yamaha YZF-R6, with Roland Williams and Denning rounding out the top 10. The spread from eighth-place Valiente through 16th-place Harrell was 0.8-second.

Thad Halsmer Takes First In Last Aprilia Cup Challenge Race

With the Aprilia Challenge Cup slated to end as a part of the F-USA National Road Race Series in 2002, Action Motor Sports' Thad Halsmer made the most of his last race in the touring series with a thrilling victory on the high banks of Daytona. Bitwrench Incorporated's Jeff Wood finished third but it was more than enough to claim the Aprilia Challenge Cup Championship.

Wood, winner of the last two Aprilia rounds, started off timed qualifying Saturday by lapping under the pole time from the last Aprilia Cup race at Daytona on his first flying lap, a 2:11.95 versus Derek McKelvie King's 2:12.04. Wood, working in a drafting partnership with Halsmer, led the early part of the session only to have Blackmans Cycles' Shannon Silva, winner of the last Aprilia Cup race at Daytona, lead through the middle of the 20-minute qualifying session with a 2:10.34. Then with time running out in the session, Halsmer clicked off a 2:10.288 on Michelin Pilot race tires, just off Aaron Gob-



Richie Morris marked his return to Daytona with two podium finishes. He's seen here crossing the finish line second in the Buell Lightning race. Photo by Brian J. Nelson.

line. Ciccotto held on to third with Acree's fourth more than enough for him to retain the Pro Sportbike Number One plate.

"I was just going to see if I could run with the lead pack, but there were a bunch of guys there at the beginning," said Acree after winning the Championship by 34 points over Harrell. "I got separated from the guys that I needed to be with. Once they were gone by themselves, I was sitting out there by myself not really at risk from anyone else. I just had to not make any mistakes myself and just bring it home. I like that Number One plate where it is, and I'm glad that's going to be its

ert's 2:10.276 lap record from the Fall 2000 Aprilia race, to take the pole position.

Silva's time held up for second-fastest. Wood earned the third spot on the grid with a 2:11.164. Speedwerks' Brian Kcraget took the last spot on the front row with a 2:12.434. Advanced Auto Body's Josh Sortor (2:14.187), James Monson (2:14.593), Fischer (2:14.922) and Brian Salazar (2:15.540) made up row two of the 25-rider grid. With only one point separating them, Fischer and Wood entered the final race knowing that the rider with the better finishing position would win the Championship.

Wood got the jump on the field and led into turn one followed by Kcraget, Silva, Fischer, Halsmer and Sortor; the order remained the same all of the way through the infield and onto the west banking for the first time. Wood and Kcraget started to pull out a small gap, but it was quickly closed by Silva, Halsmer and Fischer. The top five did, however, pull away from the field by the end of the first lap.

The front five exchanged positions back-and-forth in the draft and on the brakes many times each lap while Sortor, Salazar, Monson and John Lemak had a similar race for sixth. One-by-one, each of the leaders tried their hand at making a breakaway but no one ever pulled out more than a couple of tenths of a second for a short period of time. Halsmer, however, was sizing up his competition in the run from the chicane to the finish line.

The first big break of the race came on lap six of eight. Halsmer led Wood, Kcraget, Silva and Fischer down the back straight. Fischer drafted by Silva, but Silva, who had just dropped from the front of the group to the back with a slide in the west horseshoe, refused to give up the position going into the chicane. Silva went in carrying extra speed from the draft and was late on the brakes, and got out of shape. Fischer was caught out and forced to wait as Silva ran straight down the escape road. Fischer lost a large amount of time but more importantly lost the draft of the leading three. At that point the race went from a five-rider crapshoot to a three rider strategy-fest.

Halsmer led across the stripe to start the final lap, and Wood passed for the lead coming out of turn one going into turn three. Wood led the rest of the way through the infield but was displaced by Halsmer on the west banking. The lead changed again as Wood, like his older brother Eric successfully did earlier in the day, chucked common practice out the window and passed Halsmer going into the chicane with Kcraget sitting in third.

Halsmer sat behind Wood until the appropriate moment and then let the slipstream pull him past to take the win. Kcraget, who was credited with the fastest lap of the race on lap six with a 2:10.018, went for the double draft, pulling out with Halsmer, but could only pass Wood for second at the line. All three bikes crossed the line within one bikelength.

"I went back-and-forth with Wood a number of times in practice and qualifying, and I knew what he had. I just planned the draft out and it worked," said 21-year-old Halsmer about winning his first National at Daytona in his second full year of racing. "Hard work sure paid off for me. There were a couple of times this season I didn't think it was going to end up like this. I just kept my head down, got in touch with Phil Schilling, he hooked me up with Danny Coe and Danny's an awesome tuner. He really helped me get the bike set up right. I really didn't know what I should be doing earlier in the season, and Danny really helped me get things back together. Bike setup is everything here, we got the bike to work and good things happened."

"I knew it was gonna be tough," said 2001 Aprilia Challenge Cup Champion Wood in a matter-of-fact sort of way. "Daytona is tough on the biggest guy out there, as far as the top five guys go. I did what I had to do, and that's all I could do. I'm happy with it. I knew from practice, that unless they all crashed or broke, I wasn't gonna win this one. No matter what kind of lead I had, they just had a lot of steam on me. It's alright. I got the Championship, and that's what I wanted."

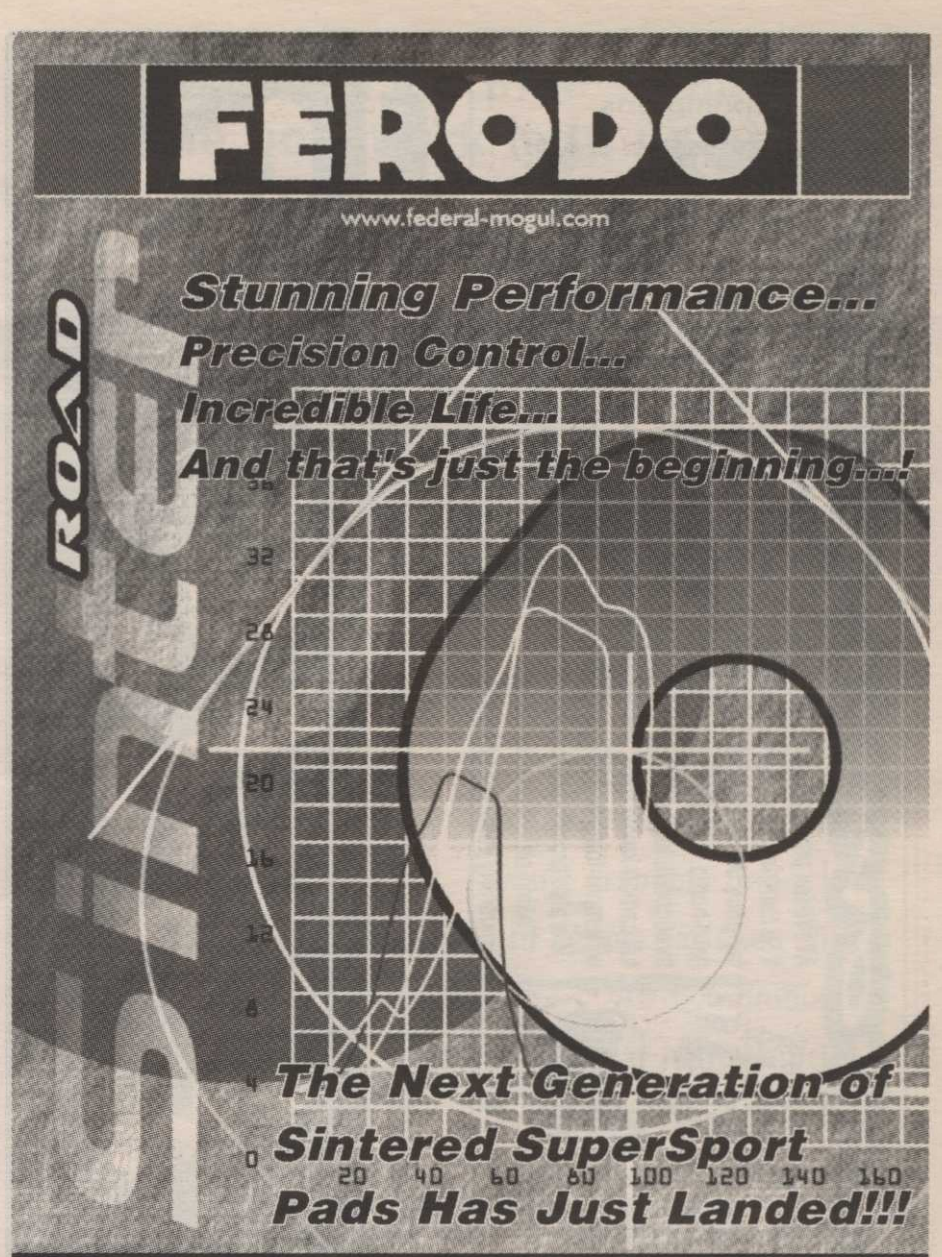
Yes, they're still there. Late in the Aprilia Cup Challenge race at Daytona, Thad Halsmer looks back to see Jeff Wood, Brian Kcraget and Dan Fischer still in hot pursuit. Photo by Brian J. Nelson.

Barnes Finishes Buell Championship Season With Another Win

With the 2001 Buell Lightning Series Championship already clinched and the Number One plate already in place on his Rich Cronrath-built V-Twin, Innovative Motorcycle Research's Michael Barnes ran away to his fourth consecutive Buell race win and his fifth win of the six-race season. (Barnes finished a close second behind local rider Justin McReynolds at the Willow Springs round in April.)

As he has done many times during the 2001 season, Barnes didn't hesitate in displaying the potential of his beautiful Buell racer and lapped several seconds faster than the next-fastest competitor during practice. In qualifying, Barnes pushed even harder to record a 2:04.069 on his Metzeler race tires. Barnes' pole-winning time was

continued on page 76



BrakeTech
SUPERLITE ROTORS
NEW!
CBR929RR
SUPERLITE™ FLOATERS
Extreme Performance for your Racebike! Cut unsprung weight w/o compromising thermal capacity as with other lightweight designs.
• More Power AND More Control at the lever
• Self Centering for Reduced Brake Drag
• Premium Ductile Iron
• 100% Billet Construction
Use with FERODO CP911Star Race Pads for Stellar Performance!
CCS & WERA Legal
FERODO BRAKE TECH
3529 Old Conejo Rd., #115 • Newbury Park • CA 91320
Phone 805-376-9565 • Fax 805-376-9265 • www.braketech.com

SHOULDN'T YOUR MOTHER KNOW WHAT YOU ARE DOING?
Keep her up to speed with a gift subscription to Roadracing World. Call Subscription Hotline
(800) 464-8336.

Home of the 2000 WERA MSS National Endurance Champions

WINTEX Racing

All Wintex products are made to the highest European quality standards. You can buy a race suit with a 'Name' or you can buy a quality suit at a very fair price. All new 02' suit features include; Inner cool-suit w/CE armor, aero-hump, shoulder vents, full perf front, breathable Keprotec panels throughout, leather stretch panels at knees, waist, sides & shoulders, full carbon-kevlar back, double leather seat, raised carbon inserts, w/ tempor-foam padding throughout. We also provide custom racing suits. Taking orders now for 02'. Exclusively imported by Moto-heaven. Dealer Inquires welcome.

Special Offer: to all licensed Roadracers- 'Wintex 6' vented backprotectors for:

Only $45.00

Aluminum Front and Rear stands $75.00 ea.

01' GSXR Fairing Brackets $125.00

Aftermarket Alum. Sub-frames

$ 250.00
Now available for all GSXR's SV650, R6, F4i, RC51

Call or email us for all of your Race parts and OEM needs at Racer Discounts.

Toll free order line
877-416-0969
info@moto-heaven.com

VISA

1071 Rising Sun Road
Laurys Station, PA 18059

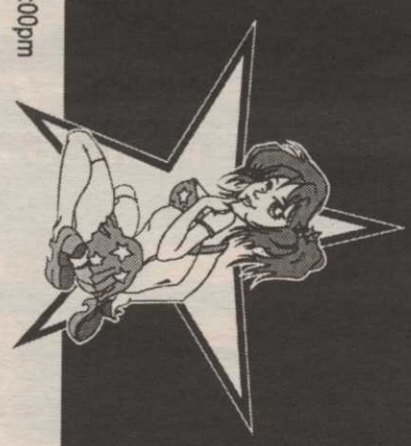
moto-heaven.com

HRC

www.gpstar.net Tel: 818.753-8700 Fax: 818.753-0883 Hours: Tuesday - Saturday 10:00am - 5:00pm

Are you just riding or do you want to be a...

GPSTAR



★ Complete Racer 2 & 4 Stroke Packages
★ 2-Stroke Tuning Service
★ Parts
★ Accessories

YAMAHA

BIKE GOT THE SHAKES?

We've got the cure!

New Storz/Ceriani Steering Dampers!

Catalog $4.00

storz Performance Inc.

239 S. Olive St., Dept. RW, Ventura, CA 93001 • (805) 641-9540 • www.storzperf.com

MOVING? Take your subscription with you. Send change of address to: Circulation, Roadracing World, P.O. Box 1428, Lake Elsinore, CA 92531.

Daytona F-USA

continued from page 75

3.2 seconds faster than the next fastest time but still short of Shawn Higbee's lap record of 2:03.630 from the October 2000 race.

A pack of riders formed early in the session in hopes of bettering their times with the aid of a multiple-bike draft. Jeff Johnson, Bryan Bemisderfer, Anthony Fania and Jason Smith worked together and the results showed. H-D/Buell of Frederick's Bemisderfer earned the second grid spot with a 2:17.243 on Dunlops, Hoban Brothers/Appleton H-D/Buell's Johnson took the third spot with a 2:07.797 on Metzelers and Smith Brothers H-D/Buell's Smith sat fourth on the front row with a time of 2:08.295 on Metzelers.

New Castle H-D/Buell's Tripp Nobles' right rearset broke off at the beginning of the qualifying session. Nobles had his crew quickly mount a peg at another position on the frame and went back out on the track with time for only one flying lap, and without a functioning rear brake, which Nobles uses regularly. The result was a 2:08.310, good enough for fifth-fastest ahead of Barnes' teammate Jeff Vermeulen (2:08.510), Fania (2:08.778) and Hal's Performance Advantage's Richie Morris (2:08.782). One second separated third through ninth on the Buell Lightning grid.

At the start of the race, Barnes got the holeshot and was never headed. Even though he literally had to run from the Pro Sportbike podium ceremony to jump on his Buell, Barnes had a 1.1-second lead after the first lap, added to that lead with every lap and won the race by eight seconds.

"I thought about conserving energy for my long day while I was on the bike,"admitted Barnes as he flicked ash from his cigarette. "But when I'm on a bike I want to push it to the limit because that's the part that's fun – seeing how far you can push it. I was pushing the front end. I was sliding the rear tire. That bike is just so good. I mean the thing rips. I think I could have gotten into the 2:03s, but there really was no need for it."

The race for second was much more competitive. Smith followed Barnes off the line but was displaced under braking for the International Horseshoe by Bemisderfer, who led through the infield and onto the west banking where his six-foot-five, 200-plus-pound frame was an aerodynamic disadvantage versus the more average-sized riders.

Bemisderfer immediately got shuffled backward as Morris leapfrogged to the front. Morris put in a strong first lap to keep Barnes in sight, but Barnes' second run through the infield kept Morris out of his draft on the west banking and allowed Barnes' quick getaway. Working alone against the wind, Morris soon fell back into the pack and settled in for a long race.

For the first half of the eight-lap sprint, each rider took a turn at the front of the group fighting for second. Each showed flashes of speed but no one could break free from the draft pack. The pack consisted of Morris, Bemisderfer, Nobles, Vermeulen and Smith.

Smith was the first to slip backward as his Buell began to run progressively worse until blowing up on lap seven. A strong run from Nobles ended the same way, in a cloud of smoke, on the fifth lap. Second place would now be decided by four riders.

Bemisderfer was maybe the strongest rider through the infield and chicane, but the large rider would drop to the back of the drafting line on each straight. Toward the end of the race, Bemisderfer's tires started to go off and lose drive grip, and Bemisderfer lost the draft completely two laps from the end.

Vermeulen led the battle for second place under the white flag, into turn one, through the infield and onto the west banking. About five bikelengths covered Vermeulen and Morris and Johnson; Vermeulen led into the chicane` but the Daytona draft worked its magic for Morris who timed his move perfectly to take second from the Belgian rider at the line.

"It was a typical Buell battle," said former Daytona Beach resident Morris. "We all had the same horsepower. There were five or six of us going at it. Whoever timed it on the last lap was going to get the spot. I knew I didn't want to lead. It just so happened I was able to get behind a few people. I got behind Jeff (Vermeulen) at just about the right distance. I knew I was getting a better drive out of the chicane. That's when I knew I had it. My only worry was someone catching me from behind."

Johnson felt that he was lined up perfectly for the double draft saying, "I thought I was in the catbird seat being behind Richie (Morris). I needed to be in front of him to keep my points lead for the end of the year. I just figured that I would draft him to the line. I turned it on and it was looking good for the draft. Then they started weaving back and forth and guarding the inside line. I had to back out of it. I was stuck there in forth. I should have just tried to pass him and stuck it through on the last lap. I had a lot of opportunities, too. I've gotten bit before on that with Richie, though. You want to be second behind him on the last lap."

Vermeulen was disqualified when the mandatory post-race dyno checked showed his Buell to have 97.0 horsepower, two over the 95.0 horsepower limit. **RW**

Post-Race Dyno And Weight Numbers:
Unlimited Superbike Race One:
Grant Lopez, 142.0 horsepower, 383.5 pounds
Eric Wood, 140.2 horsepower, 376.5 pounds
Lee Acree, 138.0 horsepower, 386.5 pounds
Brian Parriott, 139.6 horsepower, 377.5 pounds
Chris Carr, 141.4 horsepower, 414.5 pounds

Unlimited Superbike Race Two:
Michael Barnes, 137.7 horsepower, 378.5 pounds
Shawn Higbee, 141.4 horsepower, 377.0 pounds
Mike Ciccotto, 138.6 horsepower, 388.0 pounds
Eric Wood, 140.8 horsepower, 390.0 pounds
Lee Acree, 138.9 horsepower, 380.0 pounds

Pro Sportbike:
Michael Barnes, 108.3 horsepower, 371.0 pounds
Josh Hayes, 111.2 horsepower, 371.0 pounds
Mike Ciccotto, 110.4 horsepower, 370.5 pounds
Lee Acree, 107.3 horsepower, 374.5 pounds
Shan Ball, 111.6 horsepower, 370.0 pounds

Buell Lightning Series:
Michael Barnes, 93.8 horsepower, 414.0 pounds
Richie Morris, 91.4 horsepower, 408.0 pounds
Jeff Vermeulen, 97.0 horsepower, 421.5 pounds, DQ
Jeff Johnson, 94.7 horsepower, 403.5 pounds
Bryan Bemisderfer, 94.8 horsepower, 405.5 pounds

Aprilia Cup Challenge:
No numbers provided. All top five riders passed.

RESULTS

LOCKHART PHILLIPS UNLIMITED SUPERBIKE RACE ONE (October 21): 1. Grant Lopez (Suz GSX-R750); 2. Eric Wood (Suz GSX-R750); 3. Lee Acree (Suz GSX-R750); 4. Brian Parriott (Suz GSX-R750); 5. Chris Carr (Apr RSV1000R); 6. Michael Himmelsbach (Apr RSV1000R); 7. Michael Barnes (Suz GSX-R750); 8. Chuck Chouinard (Suz GSX-R750); 9. Tray Batey (Apr RSV1000R); 10. Chris Ulrich (Suz GSX-R750); 11. Marco Martinez (Suz GSX-R750); 12. Roland Williams (Suz GSX-R750); 13. Michael Fitzpatrick (Suz GSX-R750); 14. Mark Ledesma (Apr RSV1000R); 15. Mike Ciccotto (Suz GSX-R750); 16. John-O Bowman (Suz GSX-R750); 17. Dr. Jeff Purk, DDS (Suz GSX-R750); 18. Robert Presby (Kaw ZX-7R); 19. Ray Bowman (Suz GSX-R750); 20. Peter Friedman (Suz GSX-R750); 21. Dale Dandrea (Suz GSX-R750); 22. Michael Hanley (Suz GSX-R750), 11 laps; 23. John Porlier (Hon RC-51), 11 laps; 24. Nelson Suarez (Duc 748), 11 laps; 25. Josh Hayes (Suz GSX-R750), 8 laps, DNF, crashed; 26. Kevin Pate (Yam YZF-R1), 5 laps; 27. Byron Barbour (Suz GSX-R750), 5 laps; 28. David McEnery (Hon RC-51), 4 laps; 29. Shawn Higbee (Suz GSX-R750), 2 laps, DNF, mechanical; 30. Carlos Macias (Duc 996), 2 laps. Race Distance, 12 laps, 42.72 miles; Race Time, 22 minutes, 55.000 seconds; Race Average Speed, 111.849 mph; Victory Margin, 11.102 seconds; Winner's Average Lap Time, 1:54.583.

LOCKHART PHILLIPS UNLIMITED SUPERBIKE RACE TWO (October 21): 1. Barnes; 2. Higbee; 3. Ciccotto; 4. Wood; 5. Acree; 6. Lopez; 7. Parriott; 8. Carr; 9. Himmelsbach; 10. Fitzpatrick; 11. Martinez; 12. J. Bowman; 13. Purk; 14. Friedman; 15. R. Bowman; 16. Hanley, 11 laps; 17. Dandrea, 11 laps; 18. Macias, 9 laps; 19. Porlier, 9 laps; 20. Williams, 7 laps; 21. Presby, 6 laps; 22. McEnery, 6 laps; 23. Batey, 4 laps, DNF, mechanical; 24. Ledesma, 1 lap; 25. Ulrich, 1 lap, DNF, mechanical. Race Distance, 12 laps, 42.72 miles; Race Time, 23 minutes, 11.000 seconds; Race Average Speed, 110.562 mph; Victory Margin, 0.703-second; Winner's Average Lap Time, 1:55.917.

LOCKHART PHILLIPS UNLIMITED SUPERBIKE QUALIFYING: 1. Hayes, 1:53.198, 113.218 mph; 2. Acree, 1:53.198; 3. Lopez, 1:53.361; 4. E. Wood, 1:54.185; 5. Parriott, 1:54.514; 6. Barnes, 1:54.651; 7. Carr, 1:54.755; 8. Himmelsbach, 1:55.576; 9. Ulrich, 1:55.772; 10. Batey, 1:55.920; 11. Chouinard, 1:55.957; 12. Williams, 1:56.396; 13. Barbour, 1:56.490; 14. Macias, 1:57.274; 15. Martinez, 1:57.556; 16. Michael Luke (Suz GSX-R750), 1:57.776; 17. Ledesma, 1:57.809; 18. Ciccotto, 1:58.174; 19. Fitzpatrick, 1:58.633; 20. Pate, 1:59.087; 21. Darian Polach (Suz GSX-R1000), 1:59.342; 22. J. Bowman, 1:59.799; 23. R. Bowman, 2:00.767; 24. Presby, 2:00.832; 25. Purk, 2:00.995; 26. Friedman, 2:03.767; 27. Dandrea, 2:04.574; 28. McEnery, 2:04.700; 29. Porlier, 2:04.900; 30. Suarez, 2:05.495. Disqualified, Higbee, 1:52.TKK, over horsepower limit.

LOCKHART PHILLIPS UNLIMITED SUPERBIKE FINAL POINT STANDINGS (After 11 of 11 races): 1. Higbee, 159 points; 2. Acree, 155 points; 3. Parriott, 139 points; 4. Lopez, 133 points; 5. Barnes, 88 points; 6. Craig Connell, 82 points; 7. Batey, 79 points; 8. Himmelsbach, 75 points; 9. Wood, 69 points; 10. Kenneth Chase, 62 points.

PRO SPORTBIKE (October 21): 1. Michael Barnes (Suz GSX-R600); 2. Joshua Hayes (Suz GSX-R600); 3. Michael Ciccotto (Suz GSX-R600); 4. Lee Acree (Suz GSX-R600); 5. Shannon Ball (Suz GSX-R600); 6. Eric Wood (Suz GSX-R600); 7. Scott Greenwood (Suz GSX-R600); 8. Pedro Valiente (Yam YZF-R6); 9. Roland Williams (Suz GSX-R600); 10. Larry Denning (Yam YZF-R6); 11. Brian Parriott (Suz GSX-R600); 12. Charles Chouinard (Suz GSX-R600); 13. Ty Howard (Yam YZF-R6); 14. Eoin Smith (Yam YZF-R6); 15. Shawn Conrad (Suz GSX-R600); 16. Paul Harrell (Yam YZF-R6); 17. Troy Green (Yam YZF-R6); 18. Brett Champagne (Suz GSX-R600); 19. Marco Martinez (Suz GSX-R600); 20. Chris Ulrich (Suz GSX-R600); 21. Ray Bowman (Hon CBR600F4i); 22. Chad Simons (Suz GSX-R600); 23. Owen Richey (Yam YZF-R6); 24. Dr. Jeff Purk, DDS (Yam YZF-R6); 25. John-O Bowman (Suz GSX-R600); 26. Dennis G. King (Yam YZF-R6); 27. Thomas Pfuner (Suz GSX-R600); 28. Steve Luxem (Yam YZF-R6); 29. Christopher Cummings (Yam YZF-R6); 30. David McPherson (Yam YZF-R6); 35. Stoney Landers (Suz GSX-R600), 2 laps, DNF, crashed. Race Distance, 12 laps, 42.72 miles; Race Time, 23 minutes, 29.386 seconds; Victory Margin, 28.800 seconds; Winner's Average Lap Time, 1:57.449.

PRO SPORTBIKE QUALIFYING: 1. Acree, 1:56.842, 109.687 mph; 2. Hayes, 1:57.360; 3. Barnes, 1:57.575; 4. Wood, 1:58.137; 5. Greenwood, 1:58.209; 6. Landers, 1:58.217; 7. Ulrich, 1:58.371; 8. Harrell, 1:58.598; 9. Ball, 1:58.682; 10. Ciccotto, 1:59.090; 11. Chouinard, 1:59.456; 12. Williams, 1:59.691; 13. Michael Luke (Yam YZF-R6), 1:59.691; 14. Howard, 1:59.772; 15. Conrad, 1:59.843; 16. Green, 2:00.012; 17. Denning, 2:00.095; 18. Champagne, 2:00.122; 19. Smith, 2:00.813; 20. Valiente, 2:01.503; 21. R. Bowman, 2:01.615; 22. Richey, 2:01.676; 23. Purk, 2:01.683; 24. Martinez, 2:01.690; 25. Pfuner, 2:02.078; 26. Pate, 2:02.230; 27. Simons, 2:02.257; 28. J. Bowman, 2:02.257; 29. Martin, 2:02.335; 30. Barbour, 2:02.651. Disqualified, Parriott, over horsepower limit.

PRO SPORTBIKE FINAL POINT STANDINGS (After 6 of 6 races): 1. Acree, 112 points; 2. Harrell, 78 points; 3. Barnes, 66 points; 4. Ciccotto, 63 points; 5. Ball, 42 points; 6. Landers, 35 points; 7. Williams, 33 points; 8. Chouinard, 31 points; 9. TIE, Howard/Marc Palazzo/Conrad, 30 points.

Arclight's Lee Acree and Brian Parriott chase 14k's Eric Wood through the infield late in the first F-USA Unlimited Superbike race at Daytona. Wood secured third place with wild, top-of-the-banking-to-the-apron weaves in the run to the finish line. Photo by Brian J. Nelson.

APRILIA CUP CHALLENGE (All Aprilia RS250s) (October 21): 1. Thad Halsmer; 2. Brian Kcraget; 3. Jeffrey Wood; 4. John Lemak; 5. Joshua Sortor; 6. Brian Salazar; 7. James Monson; 8. Shannon Silva; 9. Michael Kindelin Jr.; 10. Thomas Fournier; 11. Eric Stevenson; 12. Paul Hopkins; 13. Mark Reynolds; 14. Chad Healy; 15. Brian Roach; 16. Daryl Woodward; 17. Gus Holcomb; 18. Dennis Nourry; 19. Jeremy Bonnett; 20. Nicole Hoffman; 21. Robert Orr; 22. Bruce Jacobs; 23. Dan Fischer, 7 laps; 24. Andras Mak, 7 laps; 25. Ben Matheson, 2 laps. Race Distance, 8 laps, 28.48 miles; Race Time, 17 minutes, 29.244 seconds; Race Average Speed, 97.716 mph; Victory Margin, 0.484-second; Winner's Average Lap Time, 2:11.156.

APRILIA CUP CHALLENGE QUALIFYING: 1. Halsmer, 2:10.288, 98.367 mph; 2. Silva, 2:10.344; 3. Wood, 2:11.164; 4. Kcraget, 2:12.434; 5. Sortor, 2:14.187; 6. Monson, 2:14.593; 7. Fischer, 2:14.922; 8. Salazar, 2:15.540; 9. Lemak, 2:16.415; 10. Holcomb, 2:17.149; 11. Kindelin, 2:17.198; 12. Healy, 2:17.756; 13. Reynolds, 2:17.871; 14. Fournier, 2:17.977; 15. Hopkins, 2:18.825; 16. Stevenson, 2:18.851; 17. Roach, 2:19.915; 18. Matheson, 2:19.976; 19. Woodward, 2:20.016; 20. Nourry, 2:21.309; 21. Hoffman, 2:22.497; 22. Jeremy Bonnett, 2:24.359; 23. Orr, 2:25.626; 24. Jacobs, 2:27.299; 25. Mak, 2:28.781.

APRILIA CUP CHALLENGE FINAL POINT STANDINGS (After 6 of 6 races): 1. Wood, 95 points; 2. Fischer, 78 points; 3. Silva, 77 points; 4. Halsmer, 69 points; 5. Kcraget, 65 points; 6. Sortor, 63 points; 7. Derek M. King, 36 points; 8. Lemak, 35 points; 9. Holcomb, 23 points; 10. Andre Castanos, 21 points.

BUELL LIGHTNING SERIES (All Buell 1200s) (October 21): 1. Michael Barnes; 2. Richie Morris; 3. Jeff Johnson; 4. Bryan Bemisderfer; 5. Brian Bodine; 6. Chad Healy; 7. Steve Luxem; 8. Greg Avello; 9. Paul James; 10. Jeff Harding; 11. Douglas Burton; 12. Brian Frank; 13. Tony Martin; 14. Jason S. Smith, 6 laps; 15. Anthony Fania Jr., 5 laps; 16. Tripp Nobles, 4 laps; 17. Daniel Bilansky, 4 laps; 18. Mark Reynolds, 1 lap. Disqualified, Jeff Vermeulen, over horsepower limit. Race Distance, 7 laps, 24.92 miles; Race Time, 16 minutes, 42.000 seconds; Race Average Speed, 89.533 mph; Victory Margin, 8.441 seconds; Winner's Aver-

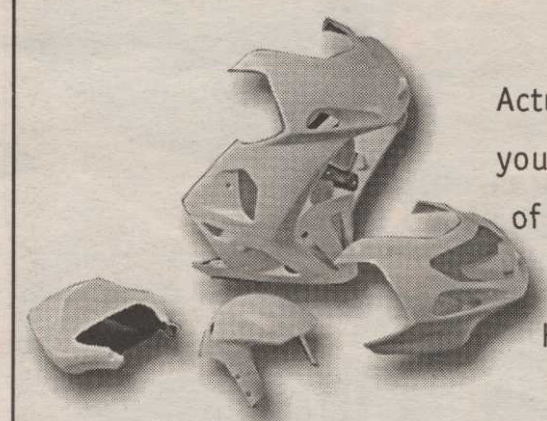
continued on page 80

"I crashed my bike 9 times and the bodywork held up great!"

"No Kiddin', just ask me at any WERA race this season. I had a 2nd set of bodywork just in case but never needed it.I was so impressed with my grayline I purchased another set for my new GSXR 750. AirTech makes a quality product at a very affordable price".

Sincerely,
C.R. Gittere
WERA #731

Don't take our word about it . . .
Ask Critter!



Actually just ask around, you'll probably find a lot of people satisfied with AirTech products. Hell, at half the price of that flexable crap, you can't afford not to **give us a try?**

NEW *2001 modles*
GSXR 600, 750, 1000
Largest Variety of Bodywork in the World!

AIRTECH 760-598-3366
See more cool stuff at www.motorcyclebodywork.com

PERFORMANCE IS EVERYTHING!
VISIT OUR WEBSITE AT: *tawvehicle.com*
For complete catalog and parts information.

RUOTE marchesini
ROAD RACE TOP QUALITY PRODUCT

World Champion 1999, 1998, 1997.
M-5 Magnesium - The World's Standard for Magnesium Performance Wheels for Track & Street. Used by Most World Champions and Factory Superbike Racing Teams!

brembo
The Most Respected Name In *Brakes.*
*Gran Prix Calipers From Billet to Monobloc.
*Gran Prix Radial Master Cylinders for Optimum Braking Performance with any System.
*Patent Stainless and Ductile Iron Full Floating Rotors.
*Other Brembo Braking Components. Both Vintage & Modern.
*FD Full Floating Ductile Iron Rotors.

MARCHESINI SUPERBIKE STYLE GAS CAP!

70% LIGHTER THAN YOUR PRESENT GAS CAP ASSEMBLY. Average weight of Marchesini cap is 1.5 oz.

T.A.W. VEHICLE CONCEPTS, INC. • 12860 W. Cedar Dr. #107
Lakewood, Colorado 80228
Phone: 303 984-9999 • Fax: 303 969-0276 • Email: taw@tawvehicle.com
Dealer Inquiries Invited

VISA MasterCard

SUBSCRIBE NOW!
Don't miss any of the action. Call Subscription Hotline (800) 464-8336.

CIRCUIT 1 SUSPENSION

Checkers or tailpipes?

You decide. We can help.

Bulletproof 6061-T6 billet Aluminum case covers:
GSX-R All **$180 L $90 R**
R1, R6 **$225 L $125 R**

Winning suspension solutions from 125GP to Formula Extreme. We do it all, from custom design and fabrication to trackside service. Remember, without suspension, horsepower means nothing.

www.circuit1.com
ph. 503.722.8475

Hi-Side Racing

The Racer's Source for Savings

Sharkskinz • Pitbull • Penske
TyrSox • Chickenhawk • My-Chron
M4 • Leo Vinci • Graves
AGV • Teknic • Joe Rocket
Woodcraft • Pro-Tek • Vortex
EBC • DID • RK • Scotts
"New for 2001 - Wintex Leathers"
& Tons More

Check out our website: http://www.hi-sideracing.com
(602) 818-6953 or messages at (623) 877-1983
e-mail: info@hi-sideracing.com
Phoenix, AZ

Rob Carpenter #2 WMRRA, #3 UMRRA

RACE BODIES

sweet race glass at sweet prices!!!
Honda, Yamaha, Kawasaki, Suzuki, Ducati
factory paint & custom colors available also!!

call for more details
877-698-8948
2012-A 112th St. E. Tacoma, WA 98445

MOVING? Take your subscription with you. Send change of address to: Circulation, Roadracing World, P.O. Box 1428, Lake Elsinore, CA 92531.

ROAD RACING & SCHOOL CALENDAR

RACES

CCS California Region
12/1-2 Streets of Willow Springs, Rosamond, CA *
*Double Points, (TC) 200-Mile Team Challenge
For additional info, call (817) 332-4822, FAX (817) 870-9790, e-mail Kevin.Elliott@sfx.com, www.ccsracing.com.

CCS Florida Region
12/8-9 Homestead Mtrsprts Complex, Homestead, FL*
* Double Points, (TC) 200-Mile Team Challenge
For additional info, call (817) 332-4822 or Henry DeGouw at (561) 793-3394, FAX (817) 870-9790, e-mail Kevin.Elliott@sfx.com, www.ccsracing.com.

CCS Southwest Region
12/2-3 Firebird Int'l Raceway, Chandler, AZ*
* Double Points
For additional info, call (817) 332-4822, FAX (817) 870-9790, e-mail Kevin.Elliott@sfx.com, www.ccsracing.com.

HRRA Series
11/25 Hawaii Raceway Park, Ewa Beach, HI
12/23 Hawaii Raceway Park, Ewa Beach, HI
For additional info, call (808) 541-1491, FAX (808) 832-2381, e-mail HawkGTP@aol.com, www.hrra.net.

WSMC Series
11/17-18 Willow Springs Int'l Raceway, Rosamond, CA
12/15-16 Willow Springs Int'l Raceway, Rosamond, CA
For additional info, call (661) 256-1234, FAX (661) 256-1583, e-mail racewillow@aol.com, www.race-wsmc.com.

CMRRA Series (50-80cc)
12/1-2 Willow Kart Track, Rosamond, CA
For additional info, call CMRRA at (909) 674-5357, e-mail racecmrra@aol.com, www.racecmrra.com.

SCHOOLS AND PRACTICES

Ed Bargy Racing School
11/3-4 Talladega Gran Prix Raceway, Talladega, AL
12/1-2 Talladega Gran Prix Raceway, Talladega, AL
For additional info, call (770) 745-7809, FAX (770) 739-4117, www.edbargyracingschool.com.

California Superbike School
11/20-21 Laguna Seca, Monterey, CA
For additional info, call (818) 841-7661, FAX (818) 841-7019, www.superbikeschool.com.

Keith Code's R.A.C.E. School
11/28-29 Streets of Willow Springs, Rosamond, CA
For additional info, call (818) 841-7661, FAX (818) 841-7019, www.superbikeschool.com.

Club PCS Open Track Days
11/17-18 Virginia Int'l Raceway (North course), Alton, VA
11/24-25 Carolina Motorsports Park, Kershaw, SC
For additional info, call (904) 451-9493, FAX (904) 253-3578, e-mail colddUC@pcsdaytona.com, www.pcsdaytona.com/clubpcs.htm.

dP Safety School
11/19 Laguna Seca Raceway, Monterey, CA
For additional info, call (805) 772-8301, FAX (805) 772-5929.

Fastrack Riders Track Days
11/16 Streets of Willow, Rosamond, CA
11/30 Willow Springs Int. Raceway, Rosamond, CA
12/14 Willow Springs Int. Raceway, Rosamond, CA
For additional info, call (562) 699-2305.

HRRA Track Days
12/16 Hawaii Raceway Park, Ewa Beach, HI
For additional info, call (808) 541-1491, FAX (808) 832-2381, e-mail HawkGTP@aol.com, www.hrra.net

Hyperclub Open Track Days
11/29 The Streets of Willow, Rosamond, CA
12/10 The Streets of Willow, Rosamond, CA
For additional info, call (818) 988-8860, FAX (818) 988-8834, e-mail hypercycle@1stconnect.com www.hyperclub.la

Northeast Sportbike Association (NESBA) Track Days
11/17-18 Carolina Motorsports Park, Kershaw, SC
For more info, call/ FAX (877) AT-NESBA, www.nesba.com.

Pahrump Track Days
11/24 Spring Mountain Motorsports Park, Pahrump, NV
12/6 Spring Mountain Motorsports Park, Pahrump, NV
For additional info, call Del Brown at (801) 392-4019, e-mail delbrown@uswest.net.

Penguin Racing School
12/3 North Florida Motorsports Park, Jennings, FL
12/7 Homestead Motorsports Complex, Homestead, FL
For additional info, call (508) 339-4673, FAX (508) 339-5760.

Team Pro-Motion School And Track Days
11/17-18 Virginia Int'l Raceway (North Course), Alton, VA
For additional info, call (215) 675-5080, www.teampromotion.com.

TEAM Arizona TrackTime
11/19 Phoenix Int'l Raceway, Avondale, AZ
12/17 Phoenix Int'l Raceway, Avondale, AZ
For additional info, call (480) 998-9888, e-mail: info@motorcycletraining.com, www.motorcycletraining.com.

WSMC New Racer School
11/17 Willow Springs Int'l Raceway, Rosamond, CA
12/15 Willow Springs Int'l Raceway, Rosamond, CA
For additional info, call (661) 256-1234, FAX (661) 256-1583, e-mail racewillow@aol.com, www.race-wsmc.com

Advantage Racing School (Dirt Track Training)
11/17 Ken Maely's Ranch, Corona, CA
12/2 Club Moto, Livermore, CA
12/15 Ken Maely's Ranch, Corona, CA
For additional info, call (408) 374-4298, FAX (408) 374-4297, e-mail advantageracing@yahoo.com, www.xr100.com/advantage.html.

RACING ON TV

Speedvision
11/30 World Superbike Venues, Year in Racing 8:00p.m. (TD)
12/4 AMA Superbike Venues, Year in Racing 8:00p.m. (TD)
12/11 500cc GP Venues, Year in Racing 8:00p.m. (TD)
(SDD) = Same Day Delayed; (TD) = Tape Delayed.
(All times Eastern)

2002 EVENTS, TENTATIVE

FIM World Championship GP Series
4/5-7 Suzuka, Japan
4/19-21 Welkom, South Africa
5/3-5 Jerez, Spain
5/17-19 Le Mans, France
5/31-6/2 Mugello, Italy
6/14-16 Catalunya, Spain
6/27-29 Assen, Holland
7/5-7 Donington Park, England
7/19-21 Sachsenring, Germany
8/23-25 Brno, Czech Republic
9/6-8 Estoril, Portugal
9/20-22 Valencia, Spain
10/4-6 Motegi, Japan
10/11-13 Sepang, Malaysia
10/18-20 Phillip Island, Australia
10/31-11/2 Rio, Brazil
For additional info, call FIM at 011-41-22-950-9500, FAX 011-41-22-950-9501, e-mail fim@fim.ch, www.fim.ch.

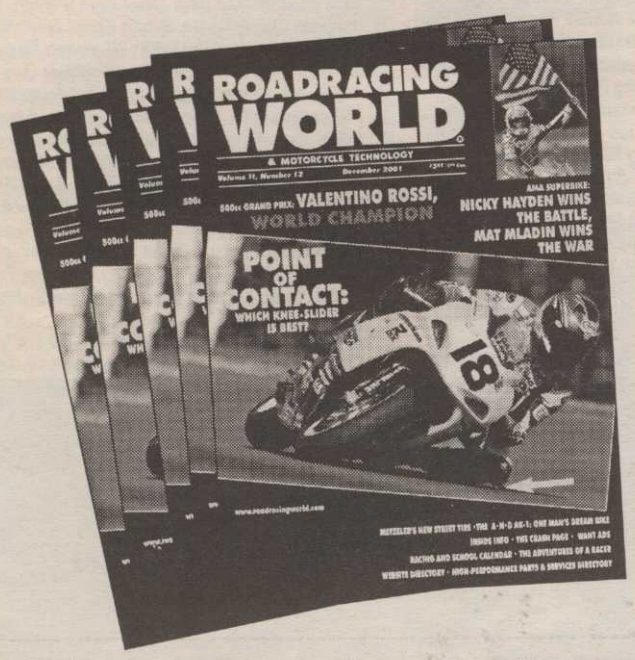
FIM Superbike World Championship Series
3/8-10 Valencia, Spain
3/22-24 Phillip Island, Australia
4/5-7 Kyalami, South Africa
4/19-21 Sugo, Japan
5/10-12 Monza, Italy
5/24-26 Silverstone, England
6/7-9 Lausitzring, Germany
6/28-30 Misano, San Marino
7/12-14 Laguna Seca, Monterey, California, USA
7/26-28 Brands Hatch, England
8/30-9/1 Oschersleben, Germany
9/6-8 Assen, Holland
9/27-29 Imola, Italy
10/TBA TBC, France
For additional info, call FIM at 011-41-22-950-9500, FAX 011-41-22-950-9501, e-mail fim@fim.ch, www.fim.ch.

FIM World Superbike & Supersport Winter Testing
1/30-2/1 Phillip Island, Australia
2/23-25 Valencia, Spain
For additional info, call FIM at 011-41-22-950-9500, FAX 011-41-22-950-9501, e-mail fim@fim.ch, www.fim.ch.

Warning!

Event dates and locations are subject to change by promoters and sanctioning bodies. Before you set out on a cross-country trek, verify the event date and location. That's why we list phone numbers for additional info.

Introducing the Roadracing World BULK SUB


ROADRACING WORLD
& MOTORCYCLE TECHNOLOGY
500cc GRAND PRIX: VALENTINO ROSSI, WORLD CHAMPION
AMA SUPERBIKE: NICKY HAYDEN WINS THE BATTLE, MAT MLADIN WINS THE WAR
POINT OF CONTACT: WHICH KNEE-SLIDER IS BEST?

It's not a sandwich. It's a grip of ***Roadracing World!***

One address. Five issues.
One year, $75.

Having problems keeping your issue of ***Roadracing World?*** Do your buddies come over and "borrow" your issue, and you never seem to get it back? How many times has your roommate clipped the photos and posters to hang on the wall before you've finished reading the articles? Do your parents take your issue to work to show their friends? And what about your kid brother with the peanut butter and jelly sticky fingers?

Now you don't have to worry about sharing your favorite magazine. There's plenty of ***Roadracing World*** to go around, with the ***Roadracing World*** Bulk Subscription. You get five issues of ***Roadracing World*** delivered to your home every month, for just $75/year.

Dog ate your issue? No problem.

Roadracing World Bulk Subscription.
Call 800-464-8336
to order.
Order Today!

Welcome to the Revolution!

- *Lighter & stronger than OEM sportbike wheels!*
- *One-piece Forged aluminum with billet modular Hubs!*
- *Design matched, full floating, discs w/stainless bands!*
- *Will also work with stock brake calipers & discs*
- *Rear wheel includes PM cush drive and sprocket!*

Innovative design combined with revolutionary construction have created the lightweight, strong and stylish PM Forged Aluminum wheel for high performance Sportbikes.

For a FREE catalog,
Check out our website *www.pm-wheels.com*
or call 800.774.3472

PM also builds high performance race brakes for most model sport bikes

Performance Machine · Inc
DISC BRAKES AND WHEELS

714-523-3000 fax 714-523-3007 6892 Marlin Circle, La Palma, California 90623

– Akrapovic – Micron – Yoshimura – Arrow – D&D – Muzzy –
Erion – Jardine – DynoJet Power Commander II / III / IIIr –

HardRacing

*Ltd. LIFETIME Warranty
Rear Sets* - NEW 2001 GSX-R 600/750/1000R -$59.95
F4 - F4i - SV - SV650S - 96-99 GSX-R600/750 - $79.95

CBR929RR RAM AIR KIT- $49

PCII/PCIII – $259
PCIIIr – $319

Complete SS Brake Line Kits - $109

Get Everything You Need From ;E Place
Everyday Low Prices and Package Deals
Check out our Full On-Line Catalog
www.HardRacing.com
- Run by Racers for Racers -

704.451.0874

– Galfer – Ohlins – Brembo – Zero Gravity – PitBull – TiTanium – WoodCraft – PFM Brakes –
– Race-Tech – GoodRidge –
– PFC Pads –

– GP Tech – AFAM – DID – RK – AirTech – GP Composites – Vortex – HyperPro –
– WoodCraft/CFM – Braking USA –
– Michelin –

– Marchesini – Marvic – DyMag – Dainese – Penske – Scotts Damper –
– SharkSkinz – Sprocket Specialist – Carbon Fiber – Factory Pro –

13x.com

Race EVANS Street
NPG COOLING SYSTEMS
NPG Waterless Coolant
• No Silicates
• Eliminates Boilover
• Lifetime Coolant
• Essentially Non-Toxic
• -79° to 370°F
• No Corrosion
• Compatible With Magnesium
AMA, CCS & WERA Legal
Evans Cooling Systems
Parkerford, PA 19457
1-888-990-COOL
www.evanscooling.com

Feel the POWER!
HINDLE
At Hindle we keep pushing the envelope to bring you the world's lightest stainless steel systems with carbon fiber, aluminum and our new titanium mufflers. Serious weight loss. Serious power!
Visit www.hindle.com or have your dealer contact:
PARTS UNLIMITED STREET & COMPETITION
Available for all late model Japanese twin and 4 cyl. sport bikes!

TRACK SERVICE FOR THE SOUTHWEST
Race Tires
Tire Warmers
Brakes
Levers
Full line of Accessories
Dale Kieffer's RACERS EDGE PERFORMANCE
UPS Daily
COD
3900 Spring Mountain A-5
Las Vegas, NV89102
(702) 257-3808 Fax: (702) 257-3810

Roadracing World.
Honest Journalism, Not Mindless Cheerleading.
Subscription Hotline (800) 464-8336.

Daytona F-USA

continued from page 77

age Lap Time, 2:23.143.

BUELL LIGHTNING SERIES QUALIFYING: 1. Barnes, 2:04.069, 103.297 mph; 2. Bemisderfer, 2:07.243; 3. Johnson, 2:07.797; 4. Smith, 2:08.295; 5. Noble, 2:08.310; 6. Vermeulen, 2:08.510; 7. Fania, 2:08.778; 8. Morris, 2:08.782; 9. Reynolds, 2:08.805; 10. Bilansky, 2:10.254; 11. Luxem, 2:11.003; 12. Bodine, 2:11.229; 13. Frank, 2:14.096; 14. Healy, 2:14.762; 15. Harding, 2:15.800; 16. Burton, 2:16.961; 17. James, 1:18.464; 18. Tony Martin. Disqualified, Greg Avello, over horsepower limit.

BUELL LIGHTNING SERIES FINAL POINT STANDINGS (After 6 of 6 races): 1. Barnes, 145 points; 2. Johnson, 87 points; 3. Morris, 84 points; 4. TIE, Bemisderfer/Nobles/Bodine, 52 points; 7. Smith, 42 points; 8. Frank, 36 points; 9. Bilansky, 34 points; 10. Luxem, 30 points.

NRRS 250cc GP (October 21): 1. Jason DiSalvo (Hon RS250); 2. Greg Esser (Hon RS250); 3. Mark Stiles (Yam TZ250); 4. Leon Cortes (Hon RS250); 5. Gregor Halenda (Yam TZ250); 6. Aaron Rentschler (Yam TZ250); 7. Barrett Long (Yam TZ250); 8. Steve Genter (Hon RS250); 9. Brian Lee (Hon RS250); 10. Michael MacNeil (Yam TZ250); 11. Les Pataki (Hon RS250); 12. Jorge Corbato (Yam TZ250); 13. Justin Long (Yam TZ250); 14. John Farrell (Yam TZ250). Race Distance, 5 laps, 17.80 miles; Race Time, 10 minutes, 16.060 seconds; Race Average Speed, 104.016 mph; Victory Margin, 19.720 seconds; Winner's Average Lap Time, 2:03.212.

NRRS 250cc GP FINAL POINT STANDINGS (After 6 of 6 races): 1. Jeff Wood, 84 points; 2. Ed Sorbo, 45 points; 3. Genter, 37 points; 4. Daniel Little, 31 points; 5. Jim Bonner, 29 points; 6. TIE, Derek M. King/DiSalvo, 25 points; 8. B. Long, 22 points; 9. Nathan Franson, 21 points; 10. TIE, Esser/Patrick Dowd/Jocelin/Stuart Nodell, 20 points.

NRRS 125cc GP (October 21): 1. Jason Peters (Hon RS125); 2. Brian Kcraget (Hon RS125); 3. Darrin Mitchell (Hon RS125); 4. Stewart Aitken-Cade (Hon RS125); 5. James Boudreau (Hon RS125); 6. Quentin Wilson (Hon RS125); 7. Angela Hiba-Herrera (Hon RS125); 8. Robert Rawlins (Hon RS125); 9. Dave Thompson (Hon RS125); 10. Darek Pugh (Hon RS125); 11. Hans Westra (Hon RS125); 12. Todd Puckett (Hon RS125); 13. Dale Greenwood Jr. (Hon RS125), 2 laps. Race Distance, 5 laps, 17.80 miles; Race Time, 10 minutes, 16.060 seconds; Race Average Speed, 104.016 mph; Victory Margin, 19.720 seconds; Winner's Average Lap Time, 2:03.212.

NRRS 125cc GP FINAL POINT STANDINGS (After 6 of 6 races): 1. Aitken-Cade, 74 points; 2. Kcraget, 65 points; 3. Rawlins, 55 points; 4. Peters, 50 points; 5. Wilson, 48 points; 6. Thompson, 42 points; 7. Rodney Helsens, 30 points; 8. Greenwood, 26 points; 9. Vicky Jackson-Bell, 25 points; 10. Bill Cole, 24 points.

UNLIMITED GP EXPERT (October 21): 1. Scott Harwell (Suz GSX-R1000); 2. Marco Martinez (Suz GSX-R750); 3. Michael Fitzpatrick (Suz GSX-R750); 4. Scott Hermersmann (Suz GSX-R750); 5. Larry Denning (Yam YZF-R1); 6. James Compton (Suz GSX-R1000); 7. Lenny Beckman (Suz GSX-R1000); 8. Donald Pepin Jr. (Suz GSX-R1000); 9. Rick Shaw (Suz GSX-R750); 10. Almontez Stewart (Suz GSX-R750); 11. Mario Martin (Suz GSX-R750); 12. Chris Weeden (Yam YZF-R6); 13. Owen Richey (Yam YZF-R6); 14. A.J. Ammann (Suz GSX-R1000); 15. Peter Friedman (Suz GSX-R750); 16. Patrick Ward (Suz GSX-R1000); 17. Nelson Suarez (Duc 748); 18. Mark Zaremskas (Suz GSX-R750); 19. Enzo Assainte (Suz GSX-R750); 20. Daniel Smallwood (Suz GSX-R1000); 21. John Dempsey (Yam YZF-R6); 22. Kevin Gordon (Yam YZF-R6); 23. Michael Wingen (Suz GSX-R1000); 24. Joe Wolfe (Yam YZF-R1); 25. Dr. Jeff Purk, DDS (Suz GSX-R750); 26. Thomas Grant (Suz GSX-R1000); 27. Carlos Macias (Duc 996), 3 laps; 28. Scott Foster (Suz GSX-R750), 2 laps; 29. Christopher Rankin (Suz GSX-R750), 2 laps; 30. Manny Manusuthakis (Suz GSX-R750), 2 laps; 31. Jeremy Barker (Suz GSX-R750), 1 lap. Race Distance, 50 laps, 17.80 miles; Race Time, 9 minutes, 36.480 seconds; Race Average Speed, 111.157 mph; Victory Margin, 0.550-second; Winner's Average Lap Time, 1:55.296.

UNLIMITED GP EXPERT FINAL POINT STANDINGS (After 6 of 6 races): 1. Himmelsbach, 100 points; 2. Fitzpatrick, 85 points; 3. Chuck Chouinard, 53 points; 4. TIE, Greg Leffler/Anthony Cammack, 32 points; 6. TIE, John Jacobi/Harwell, 25 points; 8. TIE, Martinez/Craig Shertzer, 20 points; 10. David Gouin, 17 points.

SPORTSMAN (October 21): 1. John Long (Duc 900); 2. Ed Key (Suz SV650); 3. Bernie Huntt (Suz SV650); 4. Eric Falt (Suz SV650); 5. Jeff Johnson (Buell 1200); 6. Bryan Bemisderfer (Buell 1200); 7. Bob Shy (Yam 600); 8. Jerry Wood (Duc 944); 9. Donnie Unger (Duc 944); 10. Dan Bilansky (Buell 1200); 11.Timothy Hall (Suz SV650); 12. Greg Avello (Buell 1200); 13. Patrick Richardson (Duc 750); 14. Arthur Wagner Jr. (H-D 1200); 15. Matt Gerard (Suz SV650); 16. Zoran Vujasinovic (Suz SV650); 17. Charles Huffstetler (Yam 750); 18. Mike Riebe (Suz SV650); 19. Douglas Scheer (Suz SV650); 20. Brian Frank (Buell 1200); 21. Vic Hyman (Suz SV650); 22. John Aksel (Suz SV650); 23. Obie Johnson (Duc 900); 24. Robert Kesler (Suz SV650); 25. David Evans Jr. (Hon 600); 26. Aaron Bagwell (Suz SV650), 4 laps; 27. Jonathan Wuytack (Apr RS250), 4 laps; 28. Chris Cosentino (N.A.), 4 laps; 29. Robert Fisher (Suz 700), 2 laps. Race Distance, 5 laps, 17.80 miles; Race Time, 10 minutes, 39.690 seconds; Race Average Speed, 100.174 mph; Victory Margin, 0.310-second; Winner's Average Lap Time, 2:07.938.

SPORTSMAN FINAL POINT STANDINGS (After 6 of 6 races): 1. Bemisderfer, 76 points; 2. J. Johnson, 75 points; 3. Bilansky, 53 points; 4. Jason Smith, 47 points; 5. Avello, 35 points; 6. J. Long, 30 points; 7. Brian Frank, 27 points; 8. Michael Ellsworth, 26 points; 9. Jody Hendley, 25 points; 10. Wagner, 21 points.

600cc SUPERSPORT AMATEUR (October 21): 1. Chris Beck (Suz GSX-R600); 2. Joseph Rozynski III (Suz GSX-R600); 3. Giovanni Rojas (Suz GSX-R600); 4. Santiago Villa (Suz GSX-R600); 5. Nathan Kern (Suz GSX-R600); 6. David Hopwood (Suz GSX-R600); 7. Cody Perkins (Yam YZF-R6); 8. David Sanders (Yam YZF-R6); 9. Paul Langford (Hon CBR600F4i); 10. Joseph Williams (Yam YZF-R6); 11. Paolo Mariano (Suz GSX-R600); 12. Tom Bibeau (Suz GSX-R600), 4 laps; 13. Alessandro Canales (Hon CBR600F4i), 2 laps; 14. Michael Chachere (Suz GSX-R600), 1 lap. Race Distance, 5 laps, 17.80 miles; Race Time, 12 minutes, 30.660 seconds; Race Average Speed, 85.365 mph; Victory Margin, 2.120 seconds; Winner's Average Lap Time, 2:30.132.

600cc SUPERSPORT AMATEUR FINAL POINT STANDINGS (After 6 of 6 races): 1. Rojas, 101 points; 2. Beck, 71 points; 3. Mariano, 65 points; 4. J. Rozynski, 53 points; 5. Tony Tinsley, 31 points; 6. Kern, 27 points; 7. Hopwood, 26 points; 8. TIE, Thomas Bauchiero/Carlo Gagliardo Jr., 25 points; 10. Ricky Frasier, 20 points.

ENGINE ICE 200-MILE TEAM CHALLENGE GTO (October 18): 1. Loudoun Motorsports (Greg Harrison/John Jacobi), Suz GSX-R1000, 56 laps, 199.36 miles; 2. Siemens Patent Services (William Siemens/James Gaal), Suz GSX-R750, 54 laps, 192.24 miles; 3. Bad Apple Racing (Art Wagner/Mike Wingen/Ray Bowman), Suz GSX-R1000, 52 laps, 185.12 miles; 4. Trueplayer Racing (Calvin Martinez/Dave Ebben), Yam YZF-R1, 49 laps, 174.44 miles; 5. Moates Racing (Andrew Moates/Scott McNamara/Pat Quinn/Brett Hauke), Suz GSX-R750, 49 laps, 174.44 miles; 6. Britt Motorsports (Pete Butler/Rodney Polen), Yam YZF-R1, 47 laps; 7. tmotosports.com (Brandon Bashore/Pete Friedman), Apr RSV1000, 47 laps; 8. MBS Racing 2 (Jeffrey McKinney/Tony Woody), Suz GSX-R750, 17 laps; 9. Team Dragging On Asphalt (Geoff Allen/Eric Lashley), Kaw ZX-9R, 10 laps. Race Distance, 56 laps, 199.36 miles; Race Time, 1 hour, 54 minutes, 38.559 seconds; Race Average Speed, 104.331 mph; Victory Margin, 2 laps; Fastest Lap, Loudoun Motorsports, 1:57.316, 109.243 mph Lap 3.

Former Formula USA Champion Tray Batey (2) chases Blackmans Aprilia teammate—and AMA Grand National Champion—Chris Carr early in the second Unlimited Superbike race at Daytona. Photo by Brian J. Nelson.

ENGINE ICE 200-MILE TEAM CHALLENGE GTU (October 18): 1. Brighton Superbike (Shawn Conrad/Dan Fischer), Suz GSX-R600, 55 laps, 195.80 miles; 2. Carmol Construction (Nathan Kern/Steve DeCamp), Suz GSX-R600, 54 laps, 192.24 miles; 3. Brotz Motorsports (Richie Morris/Clint Brotz), Yam YZF-R6, 54 laps, 192.24 miles; 4. I&E Innovative Homes (Thomas Pfuner/Chris Cummings), Suz GSX-R600, 54 laps, 192.24 miles; 5. Team YCH (Dennis King/Michael Swank/Tony Morrison), Yam YZF-R6, 53 laps, 188.68 miles; 6. Team Stupid (John Wascow/Kevin Trejellas/Michael Chachere/Brent Wyffell), Suz GSX-R600, 51 laps, 181.56 miles; 7. Danger Racing (Steve Skoog/Jason Hobbs), Suz GSX-R600, 51 laps; 8. Ballzak Racing (Dave Krmpotich/Eddie Karow), Yam YZF-R6, 50 laps; 9. BTGG Racing (Chris Peters/Sean Mowry), Yam YZF-R6, 50 laps; 10. M&M Superbike (Matt Gerard/Mike Riebe), Suz SV650, 48 laps; 11. New England Motorsports (Chad Healy/Mark Reynolds), Yam YZF-R6, 48 laps; 12. The Big Show Racing (Brian Salazar/Jeff Rouse/Larry Denning), Yam YZF-R6, 36 laps; 13. High Voltage Racing (Glenn Foster/Norman Beaudoin), Suz GSX-R600, 36 laps; 14. Stay In The Truck Racing (Page Gathings/William Luke), Hon CBR600F4i, 2 laps. Race Distance, 56 laps, 199.36 miles; Race Time, 1 hour, 54 minutes, 38.559 seconds; Race Average Speed, 104.331 mph; Victory Margin, 2 laps; Fastest Lap, Brighton Superbike, 2:01.513, 105.470 mph, Lap 5.

ENGINE ICE 200-MILE TEAM CHALLENGE GTO FINAL POINT STANDINGS (After 6 of 6 races): 1. Loudoun Motorsports, 116 points; 2. Edge Motorsports, 90 points; 3. Siemens Patent Services, 56 points; 4. Bad Apple Racing, 52 points; 5. imotosports.com, 41 points; 6. Legal Racing, 29 points; 7. 4&6 Racing, 26 points; 8. TIE, MBS Racing 2/Go Fast Racing, 21 points; 10. Beaverton Honda Yamaha, 20 points.

ENGINE ICE 200-MILE TEAM CHALLENGE GTU FINAL POINT STANDINGS (After 6 of 6 races): 1. Brotz Motorsports, 122 points; 2. Edge Junior Varsity, 81 points; 3. Annandale Racing, 45 points; 4. Team YCH, 36 points; 5. TIE, Synergy Racing/Brighton Superbike, 25 points; 7. Naked Boy Racing, 23 points; 8. TIE, Carmol Construction/Big Pink Machines, 20 points; 10. TIE, I&E Innovative Homes/Speed Racing/Jam Racing/Kyle Racing, 13 points.

f-usa inside info

Racer Stuart Stratton was killed Friday at Daytona when he hit an official on the grid and veered into the pit wall. Most of the field had already left the grid for the warm-up lap before the start of the GTO race when Stratton, practicing a start on his Yamaha YZF-R6, apparently did not see official Virgil "Spud" Davis standing on the grid.

Davis suffered a broken leg and a broken arm. Immediately after the incident, eyewitness Chuck Chouinard said "(Stratton) was two rows behind me on the grid and he did this practice launch. I could hear him rev the thing up to 14,000 rpm and fan the clutch out just like it was the race. He was leaned over the front end to keep it down and the whole bit. He came by me hard and was going at least 50 mph before he really looked up. By that time, it was too late. He hit that old man so hard, I thought the old man was dead! I mean, I can still hear the thump. The guy was walking down the middle of the grid waving his arms at the guys like, 'Come on. Let's go.' There was no way for him (Davis) to get out of the way. After he hit that guy, I don't know if it knocked him out or he was killed right then or what, but (Stratton) kind of slumped off the left side of the bike. When he did that, he kind of turned the bars to the left and rode into the wall. His head hit the wall first. It wasn't at a 90-degree angle or anything. He hit the old man harder than he hit the wall."

CRA racer Tim Solien saw the accident from the other side of pit wall. "The rider was jetting," said Solien. "He did a practice

continued on page 91

maximum performance&choice

micron exhaust systems–a proven racing pedigree
choose from finest in **carbon**, **titanium** and our exclusive **microme** finished ultra performance exhaust systems
all your choices offer "music to your ears"– that deep, rich muscular micron sound!

Choose from 15 canister colors

micron
a proven ultra performance system that racers world-wide have relied on to finish–first

view our ultra performace sport bike applications & the exciting new cruiser pipes 24/7 at

micron
ultra performance exhausts, slip-ons & stands

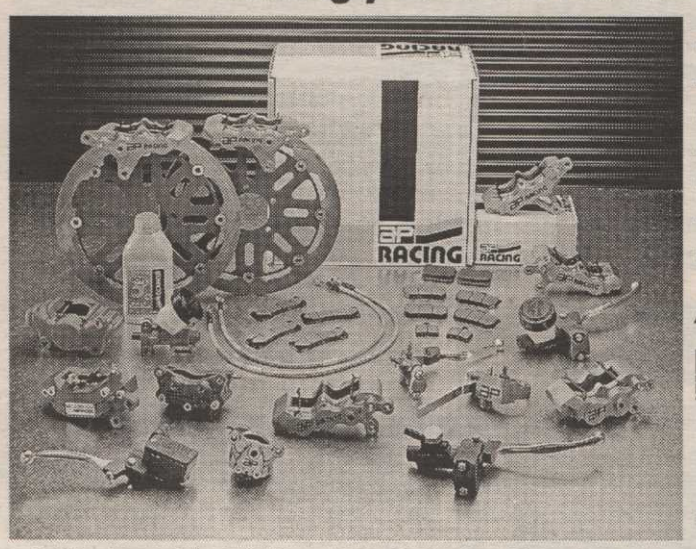
micron-exhaust.com

take it to the street–
see the exciting new line of micron cruiser systems on our site... cruisin' will never be the same

contact us toll-free: 1-888-963-1212

Now available in the USA . . .
AP Racing products for motorcycle road racing!

AP RACING



- 6-piston billet calipers
- 320mm cast iron rotor assemblies
- Billet Grand Prix adjustable ratio master cylinders
- Thumb brake master cylinders
- Rear calipers
- EBC road racing brake pads
- AP Super 600 and Castrol SRF Brake Fluid

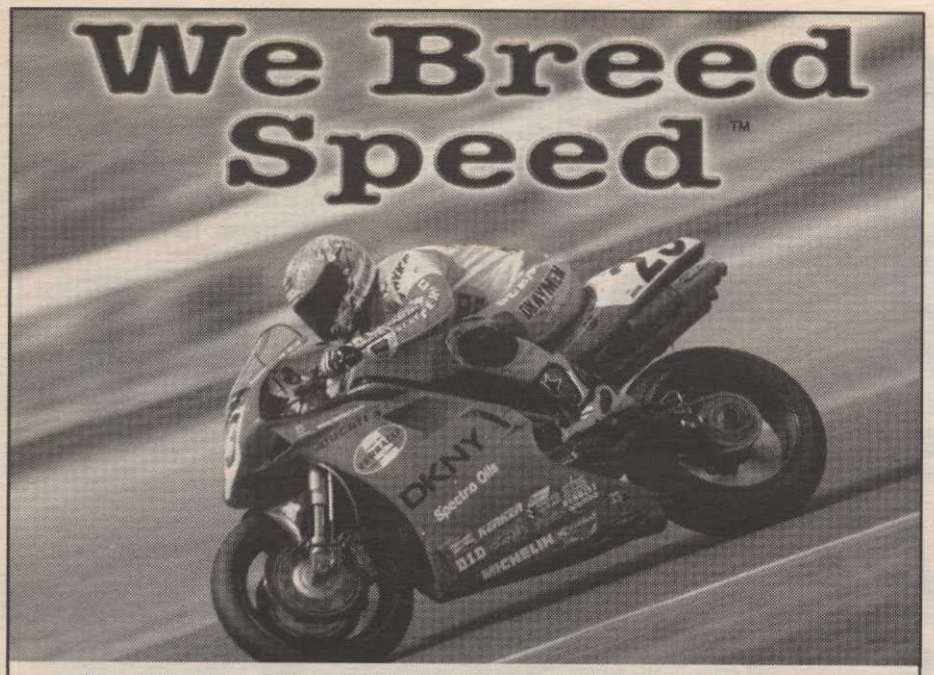
Available from:

essex parts services inc.
2350 Industrial Park Blvd., Cumming, GA 30041-6460
Phone 770-889-4096 • Fax 800-335-7223 or 770-889-5256
E-mail: sales@essexparts.com • Website: http://www.essexparts.com

GP TECH
1120 Holland Drive, Suite 10, Boca Raton, FL 33487
Phone 561-988-7390 • E-mail: geoff.maloney@gte.net
Website: http://www.gptechllc.com

Call for free catalog of AP products. Dealer inquiries welcome!

DEALERS:
SELL ROADRACING WORLD. BUILDS FLOOR TRAFFIC, GOOD RETURN.
CALL (909) 245-6411.



Want to ride a true thoroughbred? Fast By Ferracci is North America's premier manufacturer and distributor of high performance roadracing products. Winner of 4 Superbike Championships, we apply our vast experience on the track to every product we sell. We are a full service dealer and all engine and suspension mods are done on premises. Check us out and we'll build you a true stud.

www.ferracci.com
215-657-1276

FAST BY FERRACCI Racing Products

1901 Davisville Rd.
Willow Grove, PA
19090

Authorized Dealer of:
CAGIVA DUCATI Husqvarna MV AGUSTA

REMUS: EXHAUST THE COMPETITION

REMUS® SPORTEXHAUST

MAX MOTO, DISTRIBUTOR FOR REMUS EXHAUST SYSTEMS, CARBO TECH COMPOSITES, AND SPIEGLER BRAKES.

(415) 409-6800 max MOTO www.carbotex.com
info@maxmoto.com

CARBO Composites TECH

SPIEGLER Bremstechnik GmbH

Samanna Systems Inc.
Innovative Mobile Electronic Solutions

FOR YZF-R1 WITH FULL AFTERMARKET EXHAUST

$99.95 + Shipping

EXUP Servomotor Substitution
Sam's Servo Sub
- Solid State Electronic Circuitry
- More Horsepower +1.0HP @ 10K
- Less Weight 26g vs 532g (19oz)

S.S.I.
PO Box 1075
Lakeville, MN. 55044

888-638-7667 www.samannasystems.com

DEALERS:
Sell Roadracing World. Builds floor traffic, good return. Call (909) 245-6411.

CCS AT CHANDLER, ARIZONA
OCTOBER 6-7

Costley Withdraws From Firebird Coffers

By Michael Ross

Todd Costley brought his family along from Gallup, New Mexico with his Yamaha YZF-R6 and left with $500 for winning the Unlimited GP race Sunday during round nine of the CCS Southwest Sprint Series, held on the Firebird East track.

Although Costley had been to Firebird in 1997, he had never raced on the East track. The New Mexico man was near the front all weekend but as the weekend wore on and he gained track knowledge, he became the man to beat.

After the summer hiatus and a cancelled race at Phoenix International due to the September 11th terrorist attacks, racing for the CCS Sprint series title began again at the Firebird East track. Organizers had originally intended for this date to host the Team Challenge but due to the lack of a pit road at the East track the Team Challenge was moved to Buttonwillow.

Mercifully, the summer heat abated just in time for the weekend's racing, saving area racers from stifling temperatures that had pushed the mercury to 104 degrees F the previous weekend. Racing began on a cool Saturday morning under cloudy skies that threatened rain.

YZF-R6 Yamaha-mounted Chad Rolland led the Middleweight GP race early on but fell in turn one when he "got on the brakes too hard." With Rolland out, Robb Martin, on another YZF-R6, scored the win easily over Donald Blattert and John Jewett. Martin turned a string of 1:03 laps with the quickest a 1:03.27.

The GTO race saw the skies open up and drizzle rain for a few minutes but as quickly as it started, the rain stopped and the lap times started going back down. Martin slipped off the track in turn one letting Scott Jensen by on his brand new HugeIndustries.com-sponsored GSX-R750. Martin tried to close the gap to Jensen but ran out of time and ended up second to Jensen by 1.83 seconds. Veteran Firebird racer David Adang took third on his YZF-R1, 14.8 seconds behind Martin. Eric Haugo took fourth, 2.32 seconds later.

As riders gridded for the GTU race the rain began falling again. It was just a drizzle at first but fell harder as the race wore on. Martin led the early laps with Rolland in tow. Amateur phenom Matt Hartlrieb left the rest of the Amateur pack behind and slotted himself into third overall behind Rolland. By lap nine the rain was coming down in earnest as were the racers. Two riders went down in quick succession as the lap times slowed by 20 seconds. Rolland passed Martin for the lead but went down in turn 10. Ex-motocrosser Hartlieb didn't mind the slick conditions and passed Martin with his CBR600F4i just after the halfway point and began to pull out an overall lead that would grow until the checkered flag. It's the first time in recent memory that an Amateur scored the overall GTU win.

By the time the GT Lights class took to the track the rain had stopped again. Number One plate holder Eric Anderson turned a string of 1:13 laps on his SV650 that were just fast enough to hold off Aprilia 250-mounted Jeffery Gittleson and SV650 rider Ray Hymer. Later Anderson would say that he went "only as fast as I needed to."

Anderson raced in 10 classes on the weekend and scored top-six finishes in all of them. Anderson is particularly effective in the Twins classes and usually wins on his SV650. Because of his consistent riding all season, Anderson is virtually assured of a repeat Number One plate.

Sunday dawned bright, cool and clear. Apparently the temperate weather was an inspiration for Eric Haugo, who turned in a brilliant ride during the Heavyweight Superbike class to score his first Expert win. Haugo finished 4.01 seconds ahead of Costley.

Haugo backed up his Heavyweight win with another in Unlimited Supersport. John Jewett led at the start after Martin crashed in turn one and took James Romero with him. "I felt really bad about Romero," confessed Martin later. "I lost the front end going into one. It was definitely the low point of my weekend."

With Romero and Martin out, Haugo needed only to get by Rolland and he put a big move on the YZF-R6 rider to take the lead on lap three. After the pass, Haugo increased the gap to 4.89 seconds at the checkered flag. Rolland held second to finish 7.49 seconds ahead of Anderson with Joe Dawson bringing his GSX-R705 home in fourth. Jewett took fifth, 4.10 seconds ahead of Hartlieb.

Martin regrouped to win the next race, Middleweight Supersport, turning a string of 1:02 lap times. Martin's 1:02.08 fifth lap would be the quickest of the weekend. Even so, Martin only finished 0.79-second ahead of Costley, who had a 10-second lead over third-place Rolland.

Finally the Unlimited GP race took to the track and spectators crowded the pit wall. Romero had his GSX-R750 back together for the start and fans expected to see another showdown between Martin and Costely. Cornerworkers were betting that the extra horsepower of Jensen's and Haugo's 750s would be an insurmountable advantage. Chief Steward Randy Stem selected people to time Jensen, who said he would go after the track record. Joe Dawson could be a factor with his good starts as would Anderson and Rolland.

When the green flag dropped, it was Romero away first followed by Dawson, Costley, Rolland, Anderson, Jensen and Martin. Romero's bike shed the entire lower fairing section, and he retired. He later reported that he was unable to get the Dzus fasteners he needed after the run-in with Martin.

With Romero out, Dawson took the lead briefly but his bike slowed almost immediately, leaving the door open for Costley to take over. Out front, Costley eased away with Rolland in second followed by Jensen and Martin. Rolland ran off the track on lap three moving Jensen up to second. Martin closed in and took second from Jensen on the brakes in turn 10. Martin tried to close the two-second gap but at the finish it was Costley with the win followed by Martin 1.8 seconds later. Jensen took third with Haugo and Anderson rounding out the top five.

Todd Costley chases Joseph Dawson (888) and James Romero (264) at Firebird. Photo by Mike Ross.

Tod Costley is sponsored by Michelin, Ford, Vortex, Silkolene, Sports World, Gurley, EBC, Grardma's Music & Sound, Shoei and Penske. Martin gets help from White Spar Racing, High Desert Motorsports, Michelin, Dragon Racing, Silkolene, Shark Skinz, EBC and Vortex. Scott Jensen is sponsored by HugeIndustries.com, Valley Machine, Held, Michelin, Ferodo, Long Bottom Brothers, Arai, Lockhart Phillips, Factory Pro Tuning, Leo Vinci, Indigo, and Metzler/Pirelli.

RESULTS

UNLIMITED GP EXPERT: 1. Todd Costley (Yam YZF-R6); 2. Robb Martin (Yam YZF-R6); 3. Scott Jensen (Suz GSX-R750); 4. Eric Haugo (Suz GSX-R750); 5. Eric Anderson (Suz GSX-R750); 6. John Jewett (Suz GSX-R600); 7. Chad Rolland (Yam YZF-R6); 8. Mark Hensley (Suz GSX-R750); 9. Mark Chisholm (Kaw ZX-6R); 10. Rick Stratton (Hon RC51).

UNLIMITED SUPERSPORT EXPERT: 1. Eric Haugo (Suz GSX-R750); 2. Chad Rolland (Yam YZF-R6); 3. Eric Anderson (Suz GSX-R750); 4. Joseph Dawson (Suz GSX-R750); 5. John Jewett (Suz GSX-R600); 6. Rick Stratton (Hon RC51)

UNLIMITED SUPERSPORT AMATEUR: 1. Matthew Hartlieb (Hon CBR600F4i); 2. Eric Johnoff (Suz GSX-R750); 3. Peter Spilger (Suz GSX-R750); 4. Shawn Poole (Kaw ZX-7R); 5. Brett Nelson (Kaw ZX-7R); 6. Gavin Hickson (Hon CBR600F4i).

HEAVYWEIGHT SUPERSPORT EXPERT: 1. Robb Martin (Yam YZF-R6); 2. Scott Jensen (Suz GSX-R750); 3. Todd Costley (Yam YZF-R6); 4. Chad Rolland (Yam YZF-R6); 5. Eric Haugo (Suz GSX-R750).

HEAVYWEIGHT SUPERSPORT AMATEUR: 1. Mathew Hartleib (Hon CBR600F4i); 2. Eric Johnoff (Suz GSX-R750); 3. Peter Spilger (Suz GSX-R750); 4. Shawn Poole (Kaw ZX-7R); 5. Ivan Garza (Yam YZF-R6); 6. Kelly Finnerty (Yam YZF-R6).

MIDDLEWEIGHT SUPERSPORT EXPERT: 1. Robb Martin (Yam YZF-R6); 2. Todd Costley (Yam YZF-R6); 3. John Jewett (Suz GSX-R600); 4. Brian Schaefer (Yam YZF-R6); 6. James Cox (Yam YZF-R6).

MIDDLEWEIGHT SUPERSPORT AMATEUR: 1. Matthew Hartlieb (Hon CBR600F4i); 2. Gavin Hickson (Hon CBF600F4i); 3. Ivan Garza (Yam YZF-R6); 4. Kelly Finnerty (Yam YZF-R6); 5. Erik Freitag (Hon CBR600F4i); 6. Mike Magruder (Hon CBR600F4).

LIGHTWEIGHT SUPERSPORT EXPERT: 1. Eric Anderson (Suz SV650); 2. Steven Hymer (Suz SV650); 3. Ray Hymer (Suz SV650).

LIGHTWEIGHT SUPERSPORT AMATEUR: 1. Tom Gentry (Suz SV650); 2. David Appellof (Suz SV650); 3. Robert Gresens (Apri RS250); 4. Wallace Roberts (Suz SV650); 5. Billy Pedro (Suz GS500).

HEAVYWEIGHT SUPERBIKE EXPERT: 1. Eric Haugo (Suz GSX-R750); 2. Todd Costley (Yam YZF-R6); 3. Eric Anderson (Suz GSX-R750); 4. Joseph Dawson (Suz GSX-R750); 5. Mark Hensley (Suz GSX-R750); 6. Lawrence Kaplan (Suz GSX-R750).

HEAVYWEIGHT SUPERBIKE AMATEUR: 1. Matthew Hartlieb (Hon CBR600F4i); 2. Eric Johnoff (Suz GSX-R750); 3. Alex Mcelyea (Hon RC51); 4. Peter Spilger (Duc 916); 5. Brett Nelson (Kaw ZX-7R); 6. Erik Freitag (Hon CBR600F4i).

MIDDLEWEIGHT SUPERBIKE EXPERT: 1. Todd Costley (Yam YZF-R6); 2. Robb Martin (Yam YZF-R6); 3. Chad Roland (Yam YZF-R6); 4. John Jewett (Suz GSX-R600); 5. Brian Schaefer (Yam YZF-R6); 6. Jonathon Howard (Suz GSX-R600).

MIDDLEWEIGHT SPERBIKE AMATEUR: 1. Matthew Hartlieb (Hon CBR600F4i); 2. Kelly Finnerty (Yam YZF-R6); 3. Ivan Garza (Yam YZF-R6); 4. Evan Steel (Hon CBR600F4i); 5. Ron Kereluk (Suz GSX-R600); 6. Thomas Puckett (Suz GSX-R600).

LIGHTWEIGHT SUPERBIKE EXPERT: 1. Eric Anderson (Suz SV650); 2. Adam Scott (Apr RS250); 3. Patrick Richardson (Duc 750); 4. Jeffery Gittleson (Apr RS250); 5. Ray Hymer (Suz SV650); 6. Dave Mills (Suz SV650).

LIGHTWEIGHT SUPERBIKE AMATEUR: 1. Daryl Woodward (Apr RS250); 2. Phil Allison (Hon RS250); 3. David Appellof (Suz SV650); 4. Wallace Roberts (Suz SV650); 5. Brian Tantillo (Hon XR650R); 6. David Alexander (Kaw EX500).

MIDDLEWEIGHT GP EXPERT: 1. Robb Martin (Yam YZF-R6); 2. Donald Blattert (Yam YZF-R6); 3. John Jewett (Suz GSX-R600); 4. Brian Schaefer (Yam YZF-R6); 5. Joseph Dawson (Suz GSX-R750); 6. Darren Jakel (Suz GSX-R600).

MIDDLEWEIGHT GP AMATEUR: 1. Matthew Hartlieb (Hon CBR600F4i); 2. Thomas Weaver (Suz GSX-R600); 3. Kelly Finnerty (Yam YZF-R6); 4. Michael Bergman (Buell 1200); 5. Evan Steel (Hon CBR600F4i); 6. Ron Kereluk (Suz GSX-R600).

LIGHTWEIGHT GP EXPERT: 1. Eric Anderson (Suz SV650); 2. Adam Scott (Apr RS250); 3. Patrick Richardson (Duc 750); 4. Jeffery Gittleson (Apr RS250).

LIGHTWEIGHT GP AMATEUR: 1. Daryl Woodward (Apr RS250); 2. Tom Genrty (Suz SV650); 3. Phil Allison (Hon RS250); 4. Michael Riffell (Hon NT650); 5. David Appellof (Suz SV650); 6. Brian Tantillo (Hon XR650R).

SUPER SINGLES: 1. David Appellof (Suz DR650); 2. Robert Gresens (MuZ 650).

GP SINGLES: 1. Billy Pedro (Hus 430).

HEAVYWEIGHT SPORTSMAN: 1. Eric Anderson (Suz SV650); 2. Tom Gentry (Suz SV650); 3. Ray Hymer (Hon CR500).

MIDDLEWEIGHT SPORTSMAN: 1. Patrick Richardson (Duc 750); 2. Barney Wright (Duc 650); 3. David Appellof (MuZ 650); 4. Jeffery Gittleson (Apri RS250); 5. Thomas Luffey (Kaw EX500); 6. David Alexander (Kaw EX500).

LIGHTWEIGHT SPORTSMAN: 1. David Alexander (Kaw EX500); 2. Thomas Luffey (Kaw EX500); 3. Barney Wright (Duc 650); 4. David Appellof (MuZ 650); 5. Ray Hymer (Hon CR500).

SUPERTWINS EXPERT: 1. Rick Stratton (Hon RC51); 2. Patrick Richardson (Duc 750); 3. Eric Anderson (Suz SV650); 4. Ray Hymer (Suz SV650).

SUPERTWINS AMATEUR: 1. Peter Spilger (Duc 916); 2. Michael Bergman (Buell 1200); 3. Tom Gentry (Suz SV650); 4. David Appellof (Suz SV650).

FORMULA 40 EXPERT: 1. Rick Stratton (Hon RC51); 2. James Cox (Yam YZF-R6).

FORMULA 40 AMATEUR: 1. Wallace Roberts (Suz SV650); 2. Michael Bergman (Buell 1200).

GTO EXPERT: 1. Scott Jensen (Suz GSX-R750); 2. Robb Martin (Yam YZF-R6); 3. David Adang (Yam YZF-R1); 4. Eric Haugo (Suz GSX-R750); 5. Joseph Dawson (Suz GSX-R750); 6. Eric Anderson (Suz GSX-R750).

GTO AMATEUR: 1. Matt Hartlieb (Hon CBR600F4i); 2. Ed Fagg (Hon CBR900RR); 3. Alex Mcelyea (Yam YZF-R6); 4. Eric Johnoff (Suz GSX-R750); 5. Peter Spilger (Suz GSX-R750); 6. Shawn Poole (Kaw ZX-7R).

GTU EXPERT: 1. Robb Martin (Yam YZF-R6); 2. Chad Rolland (Yam YZF-R6); 3. Donald Blattert (Yam YZF-R6); 4. Jonathon Howard (Suz GSX-R600); 5. Joseph Dawson (Suz GSX-R750) 6. Trae Hansen (Hon CBR600F4i).

GTU AMATEUR: 1. Matt Hartlieb (Hon CBR600F4i); 2. Alex Mcelyea (Yam YZF-R6); 3. Mike Magruder (Hon CBR600F4i); 4. Erik Freitag (Hon CBR600F4i); 5. Evan Steel (Hon CBR600F4i); 6. Ivan Garza (Yam YZF-R6).

GT LIGHTS EXPERT: 1 . Eric Anderson (Suz SV650); 2. Jeffery Gittleson (Apr RS250); 3. Ray Hymer (Suz SV650); 4. Patrick Richardson (Duc 750).

GT LIGHTS AMATEUR: 1. Darly Woodward (Apr RS250); 2. David Appellof (Suz SV650); 3. Tom Gentry (Suz SV650).

RACERS :

Thank your current sponsors and get your name and photo in front of hundreds of potential sponsors with a SPONSOR THANK YOU AD in

ROADRACING WORLD®

Get Roadracing World's Lowest Rates and pay NO PRODUCTION CHARGES!

Order NOW to be in our great End-Of-Season issue.

Call Bob Dragich at (415) 931-4365.

SPIEGLER BRAKE SYSTEMS USA, LLC

Exclusive US and Canadian Importer

Larry Pegram Top Privateer in 2000 AMA Superbike

Are you in need of more STOPPING POWER ? We have 4 and 8 piston brake systems available for nearly all sport and race bikes

Radial master cylinder, billet aluminum, 16mm or 20mm piston, clutch cylinder with 13mm piston.

320mm full floating ductile iron rotor, billet aluminum carrier

8-piston patented caliper, billet aluminum, titanium fastener

96 C Westpark Road, Dayton, Ohio 45459
Phone (937) 291-1735, Fax (937) 291-2368

Racer discounts available with proper credentials.

www.spieglerusa.com

Carbon Lorraine brake pads for the ultimate stopping power. Used by Jorg Teuchert 2000 ssp world champion and the top three finishers at the Valencia ssp round in April 2001

GROUPE CARBONE LORRAINE
High Performances Sintered Brake Pads

We stock brake line kits for all makes of motorcycles

Custom brake line kits available
*** with 24 hr turnaround**

Patented torsion system eliminates line twist by aligning the banjo fittings.

DOT approved Made in Germany

Stainless steel braided or kevlar brake lines with anodized aluminum fittings available in many different colors.

MULTI-TECH BODYWORKS

NO spiderweb cracking
Finished in high-quality Primer
Vinylester resin for flexability
AMA pan style
Accessories Available

512-924-3747

VISA MasterCard DISCOVER NOVUS

Racing bodies for:
Honda, Kawasaki, Suzuki, Yamaha, Ducati & Aprilia.

NOW AVAILABLE: 01 ZX9R
00-01 Aprilia Mille R
00-01 GSXR600 & 750

www.mtech-body.com

DUCATI
MOTOCORSA.COM
MOTORCYCLES! Parts and Accessories
- Lowest Prices Everyday
- Never Any Sales Tax
- Worldwide Shipping
- Special Racer Program
- Huge Inventory of OEM and After-market Parts

aprilia
MV AGUSTA
vanson Leathers
DAINESE
800.824.7061
503.292.7488

Penguin Racing School
The Nation's First Motorcycle Racing School - Now in our 29th season

Basic Course
- Sharpen Street Riding Skills with Proven Racing Techniques
- Minimal Bike Preperation
- Lots of Track Time!!

Advanced Course
- Lower Your Lap Times!
- Gain Confidence with Personalized Instruction
- Track Walks, Bike Setup, and Much More !!

Bike & Equipment Rentals available for Both School & Racing

Get your winter riding fix!

December 3
Jennings, FL

December 7
Homestead. FL

Warm weather, great tracks—loads of fun! Please call for reservations.

347B Pratt St.
Mansfield, MA
02048
www.penguinracing.com
508-339-4673

Check Out
ROADRACING WORLD
on the web:
www.roadracingworld.com

Part 2

Talladega Gran Prix Raceway
May 26, 2001

If we had TV coverage with Grand Prix commentators for the WERA National Endurance Series, they would have mentioned that Talladega is AOD's test track. AOD had visited Talladega with the new racebikes in late February to shake down the riders and the equipment. Jim and I had both been rewarded with lap times that were faster than the previous year's race lap times. We were both, perhaps, a little overconfidant about our chances for the Talladega race.

Our confidence was further bolstered by the knowledge that our new teammate, Brian Stokes, was very quick at Talladega and would be comfortable turning quick laps without unduly tiring himself.

It is natural for Novice racers to think that someone, somewhere, has all the answers to racing questions. If only that person could be found and interrogated than all those question about which pilot jets to run and what all the knobs on a shock adjust would be banished forever. Years of experience eventually make such guru notions seem naïve and even seasoned racers will wail and tear their hair in frustration when confronted with chatter or poor power delivery.

We were having a frustrating day. We were going slow. Not slow in an absolute sense in that our lap times were quicker than those of most other teams but slow in that we were unable to match, not only our times from the previous year's race, but from winter testing.

Same tires, same suspension, same bikes, same gearing. Slower lap times. At preseason testing we had noticed that our new bikes had a tendency to lay sporty black lines with the rear tire coming off the turns. At the time we thought it demonstrated our full-throttle resolve, but, under the test of race conditions, all it did was prevent us from driving out of the turns.

Early throttle input resulted in

Maybe a stickier tire will help. Photo by Jamie Guffey.

FIRST PERSON/OPINION:

army of darkness versus the world 2001

By Sam Fleming

Sam uses the data logger to confirm that the bike has no rear wheel grip. Photo by Louis Gagne.

a sideways bike. This was consistent between riders, suspension settings and tires. We could not get any rear-wheel grip.

We were also caught in the double bind of group think and time constraints. We were worried about making a drastic change (like spring rate or ride height) which might compound our troubles and we knew that we were using the same set-up we had tested with prior success. We tried small changes to no avail and eventually lined up for the race start still frustrated by the bike.

We threw Stokes to the sharks and sat back to see how he could fare with our ill-mannered bike. Brian, embarrassed by the slow-esque lap times that the bike produced, remained composed and did the best he could with the machine. This still kept us in the lead of the Middleweight pack.

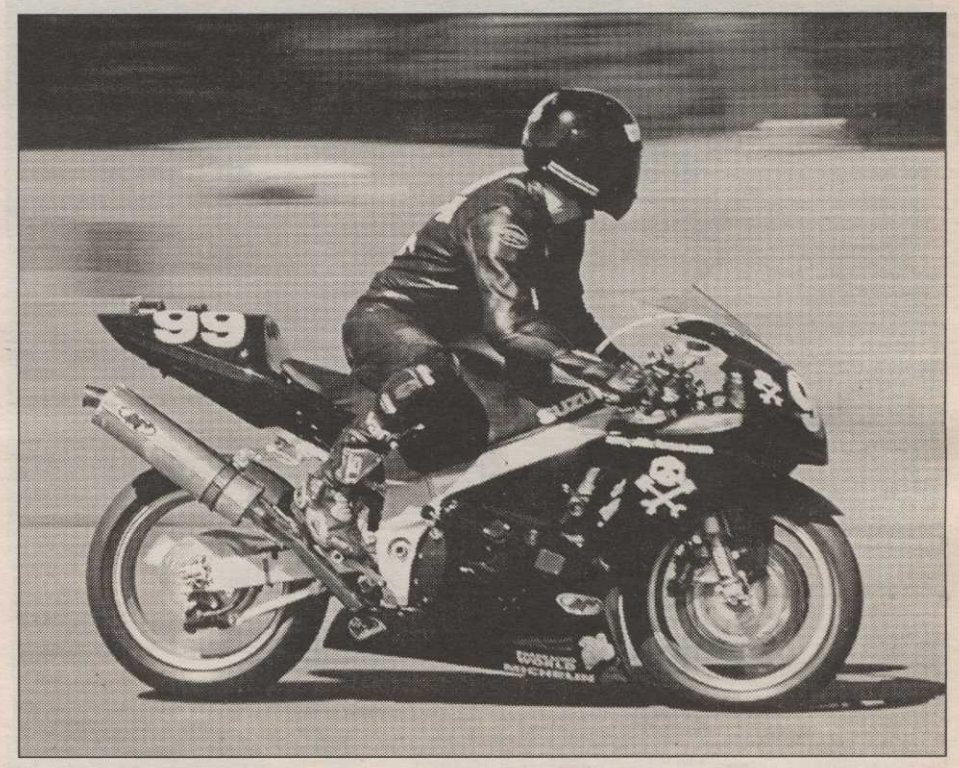
Jim replaced Stokes while Tim and I replaced the rear tire vainly hoping that a change in compound would alleviate the slides. It didn't. With a pit board displaying information that was more of a taunt than helpful, Jim kept his head and only rode to the limits of the bike. He also kept us in the lead of the 600s.

Hearing the lamentations of my teammates did nothing for my nerves before my stint. I found some faint comfort in the knowledge that even at the top levels of our sport the bikes are rarely perfect. I believe Kevin Schwantz once said that he could count the number of times that his 500 was set-up correctly on one hand, and still have fingers left over.

I glumly took over the controls and tried to adapt. The bike would not take throttle without spinning. After a few laps I found the best bet was to enter turns hot and try to carry the speed. This strategy meant that I would run wider at the exits that I might otherwise choose and was coming out of the turns slower since I couldn't square and shoot but, surprisingly, I was still receiving a P 1 on my pit board. Scott Fisher came by me on the NOTB bike and commented in the pits later that he could watch the rear tire squirming through turn two while his was planted.

The race ended with a dejected riding staff and frustrated crew but with a first-place Middleweight Superbike trophy, a fourth-place overall and a growing lead in the Championship points battle. **RW**

Despite being old motocrossing buddies, Brian Stokes (99) and Mark Crozier (86) keep their elbows to themselves. Photo by Jamie Guffey.



Using the sophisticated variable geometry system, Sam decreased the rake and trail on the bike before initiating a turn. Photo by Louis Gagne

Last minute preparation. Photo by Sam Fleming.

Nobody likes to crash. But if you do, at least you may get some fame on...

the CRASH PAGE

IF YOU'VE CAUGHT DRAMATIC CRASHING ACTION ON FILM, SEND IT TO:
The Crash Page • Roadracing World • P.O. Box 1428 • Lake Elsinore, CA 92531-1428.

Former AMA 250cc Grand Prix regular Keller King (332) lost the front end and crashed his Yamaha TZ250 in turn eight at Homestead-Miami International Raceway during a CCS race weekend last June, and went for a wild ride. Photos by Christopher Vietri.

Two pre-race crashes from the Pacific Grand Prix at Motegi, Japan: Above, Alex Debon flies off his Aprilia RSV250. Below, Manuel Poggialli crashes his Gilera 125 in front of Jaroslav Hules. Photos by Sports Photography.

SIDI

WINNING PAIRS

VERTEBRA SERIES

The most progressive boot available!

Chose the Race Carbon $370 (pictured) or the all new Vertebra 2 $230.

Huge color and size selection.

STRADA TEPOR

An ideal weekend sport boot.

Lined with Sidi's exclusive Tepor waterproof membrane $200

Black only.

BEN SPIES
TEAM VALVOLINE EMGO SUZUKI

Motonation
1-877-789-4940
www.motonation.com

Call toll free to order or for the location of your nearest stocking SIDI dealer.

NO PARKING
THIS IS A RACE, YA KNOW

USED SPORTBIKE PARTS
ACCESSORIES SERVICE NEW TRIUMPHS

ERICO MOTORSPORTS
WWW.ERICOMOTORSPORTS.COM
303.308.1811
TRIUMPH

Roadracing World.
Honest Journalism,
Not Mindless Cheerleading.
Subscription Hotline (800) 464-8336.

BARKER'S
BARS & BRACKETS
Lifetime Warranty
Chrome Moly
CLIP-ONS
suggested retail
$109.95
$7.95 S&H

LIFETIME WARRANTY
IF YOU BEND, BREAK OR OTHERWISE RENDER THESE CLIP-ONS UNUSABLE WE WILL REPLACE THEM.
AVAILABLE IN SIZES FROM 33MM TO 52MM, MADE FROM CHROME-MOLY AND COME WITH STAINLESS HARDWARE. STANDARD 10° DOWN ANGLE. CUSTOM SPECS AND COLORS.
2 pc Aluminum CLIP-ONS $149.95 $7.95 S&H
2 pc Titanium CLIP-ONS Available in sizes from 27mm to 54.5mm $289.95 $7.95 S&H
Frame Saver Kits $42.95 $3.95 S&H

AVAILABLE FOR MOST SPORTBIKES, IF YOU HAVE A SPECIAL APPLICATION CALL US
Titanium Connecting Rods
for Honda & Yamaha Singles
ALSO AVAILABLE FROM BARKER'S:
POWDER COATING, CERAMIC EXHAUST COATING, DRY FILM & CERAMIC PISTON COATING
BARKER'S
BARS & BRACKETS
130 Harsen Road Lapeer MI 48446
Phone: 810 658-0052 Fax 810 658-5719

PORTING · POLISHING
SEAT & GUIDE REPLACEMENT · RACE PREP
FLOWTEST · COMPETITION · STD. VALVE JOBS
CYLINDER HEAD SPECIALISTS
All Four-Stroke Models
new & vintage
EDCo.
ENGINE DYNAMICS COMPANY
Phone 707-763-7519
Fax 707-763-3759
E-mail edco@enginedynamics.com
http://www.enginedynamics.com
1010 Lakeville #B2 · Petaluma, CA 94952

BODY DOUBLE
PREMIUM FIBERGLASS & PERFORMANCE ACCESSORIES
Premium replacement body panels used by Canada's top racers.
Glass, Carbon and Kevlar
Custom fabrication also available.
ALL AT REASONABLE PRICES!
905-692-4201
4 Portside Drive, Hannon
Ontario, Canada LOR 1PO

Now Available in the USA.
PVM
Wheels - Brakes
PVM's high-quality products are world reknown and are being exclusively imported to North America by:
European Motorcycle Accessories
• Cast Magnesium Wheels
• Forged Aluminum Wheels
• Forged Magnesium Wheels
• Superbike brake systems
www.ema-usa.com
925-454-0649
Racer program
Dealer inquiries welcome
Check out our other products:
Suomy Scotts AP Ohlins Harris Hein-Gericke Pro-Slide Yoshimura Brembo Diadora Pit Bull Arrow
We have the best prices on Dunlop and Michelin tires
The best parts at the best prices!
EMA - Where the Fast Guys Shop!

AZIONE moto
Phone:954.524.5272
Fax:954.462.3646
www.azionemoto.com
info@azione.com
Dealer Inquiries Welcome.
"Evoluzione"
The new Ducati slipper clutch.

STM ITALY
Clutch Technology

SUBSCRIBE NOW!
Don't miss any of the action. Call Subscription Hotline (800) 464-8336.

LESSONS FROM THE RACING LIFE:

Towing 101

By Sam Fleming

Motorcycle racing is truly a multi-disciplinary pursuit. One is expected to be an athlete, a hero, a mechanic, an insomniac, a physicist, an accountant and a commercial driver. Most people will make serious errors in some or all of these pursuits at some time in their racing career. This brief treatise will attempt to give an introduction to the last. This is not intended to be an exhaustive lesson on trailering so much as trying to save some folks some hard lessons that we had to learn through experience.

Shortly after the racebike-in-the-back-of-a-borrowed-pick-up-truck phase of racing there begins the towing portion of racing. Towing seems so simplistic that few racers give much thought to it until they are sliding through a wet intersection with the front wheels of their truck locked solid or are weaving from Jersey barrier to Armco through a construction zone on I-40. By then, of course, it is too late. The following in an experiential guide to towing tandem (not fifth-wheel or gooseneck) trailers.

For the most part, light-duty vehicles (which is everything up to one-ton pickup trucks) are *not* particularly overbuilt. And, pretty much everything below a one-ton truck is particularly underbuilt. We are not just talking about motors here, but brakes as well. For that reason careful thought must be given to the total towing set-up. Carefully examine the weight of the trailer (*loaded!*) and the ratings on the hitch, the tow rating on the truck (many are surprisingly low) and the rating on the trailer ball.

Although small four-and-six-cylinder trucks will be adequate for towing three-rail trailers, they should be avoided for towing enclosed trailers. If you are only going to tow a three-rail trailer then you can get away with surprisingly light-duty vehicles as long as the geometry of the hitch is properly set up and the brakes of the towing vehicle are not overtaxed. Remember that you are not concerned about slowing down for the exit ramp on the Interstate for a gas stop but stopping fast for the drunk who just rolled his car in front of your rig. Most smaller trucks will not like these sorts of panic stops with the additional weight of a trailer pushing the vehicle forward without providing much additional weight on the wheels doing the braking. In general, get the biggest truck you can for towing. We particularly like full-size one-ton vans. Big engines, big brakes, long wheelbase and lots and lots of room inside.

With enclosed trailers this gets a little more complicated. If I knew then what I know now I would never think about towing an enclosed trailer without auxiliary trailer brakes. Most trailer-brake set-ups require an electric brake controller that mounts up on the dashboard. This is usually manually adjusted to control the flow of current to the electromagnet-actuated drum brakes on the trailer. The controllers cost about $100 and, if you are fortunate, your truck already has the required wiring installed; otherwise it can be retrofitted. You will also need the large seven-pin trailer plug (instead of the four-pin pigtail). Yes, trailer brakes are expensive, yes, they are a hassle. However, the increase in safety is enormous and, over time, they will pay for themselves due to the huge decrease in load on the tow vehicle brakes. Our van towing a large trailer without brakes was going through front brake pads in 30,000 miles; with trailer brakes on a much larger trailer the front pads are lasting 100,000 miles, and we can stop now.

The limitation for weight on many enclosed trailers is determined by the axles. For a given axle set-up (one or two) the larger the trailer is, the less weight you can put in it because the trailer weight itself adds up. In other words, if the axle can take 3600 pounds and a 12-foot trailer weighs 1500 pounds you can put 2100 pounds in the trailer. Sounds good, right? But a 16-foot trailer with the same axle might weigh 2000 pounds, and then you can only put 1600 pounds in the trailer. What happens if you overload the trailer? You blow out the tires and/or bend the

The difference a couple inches can make.

Sam wonders if Tim is going to be able to fix this.

axles when you hit those big-ass Interstate chuck holes at 80 mph.

So, add up the weight of your gear, erring on the side of heavy, and find out how much trailer you need. Then make sure the GCW (gross combined weight) rating on your tow vehicle can take it and make sure you are not overloading any part of the trailer, the hitch or the receiver.

Most racers will lovingly change the geometry of their racebikes by millimeters at a time but will never bother to break out the tape measure for their towing rigs. One of the key components of stable trailering is tongue weight. This is the amount of weight that the trailer places on the trailer ball. In general you want lots of tongue weight but without over-taxing the rating on the trailer hitch, receiver or ball. One of the most common problems is not having the trailer ball at the right height. Load your trailer, pull it onto a flat piece of pavement and measure the front and rear of it. Is it level? If the trailer is not level, figure out how much you need to raise or lower the trailer ball and go buy another receiver to achieve a level trailer. On small trailers (less than 1500 pounds loaded) on a lighter duty truck (1/2-ton) I usually erred on having the ball a little low (0.5-1.0-inch) for more stability with a little increase in tongue weight.

The next step up is the mysterious weight-distributing hitch. Weight-distributing hitches cost about $250 and up. They have two parts; the first is an adjustable receiver (which plugs into a Class V trailer hitch) and the second consists of mounts that attach to the trailer. It took me about three hours to properly set one up the first time. The basic principal is to run a fair amount of tongue weight (enough to make the hitch sag) and then use torsion bars to transfer weight off the rear wheels of the tow vehicle to the front wheels of the vehicle. This vastly enhances braking and overall stability by putting additional weight on the towing vehicle's braking and steering tires. Although weight-distributing hitches are recommended for trailers (again, loaded) at 5000 pounds, many combinations would benefit from the arrangement, even with lighter trailers.

Case studies:

1. Rolling the AOD trailer. It was 2:00 a.m. when our usual tow vehicle smoked its transmission a couple hours away from DC. The only truck we could find to continue the trip was a short-wheelbase Land Rover. The hitch was a little high (1.5 inches) which caused the trailer to weave a little. One of our drivers had never driven with an improperly set-up trailer and, when it started to weave, did not respond appropriately; the weave intensified and eventually the trailer went sideways and flipped. Luckily the tow vehicle did not go with it. We found a receiver that was 2.0 inches lower and towed the same trailer, with the same vehicle, home with nary a shiver. Moral of the story: Check your geometry, and make sure your driver is comfortable towing a trailer.

2. Skidding into a car in the wet. A largish mini-van was towing an enclosed trailer that didn't have brakes. This rig was pushing the limits of the capacities of the towing vehicle and probably overloading the GCW. It would slow down enough to get off the Interstate but the engine and brakes where clearly struggling. When a pick-up truck switched lanes in front of the mini-van while slowing for a red-light in a light drizzle the mini-van was unable to stop and the trailer pushed the van into the back of the truck, smashing the front of the van. Moral: Trailer brakes are cheaper than accident damage. Don't tow largish trailers behind smallish vehicles.

Other Stuff

Don't forget that trailers have wheel bearings. Wheel bearings need attention, or, like your significant other, they will let you down when you need them most. Specifically they need grease and they need to have just the right amount of preload on the tapered roller bearings, adjusted by a nut with a cotter pin. Check trailer tire pressures. Change trailer tires when they look bad. Carry a spare trailer tire mounted on a rim that you are *sure* fits your axle. Periodically check to make sure the lug nuts are tight on trailer wheels. Chock the wheels when you unhitch. Do not load or unload a single-axle trailer without it being hitched to a tow vehicle or having the front and back supported. Do not sleep in the trailer while it is being towed (we almost had two people get killed like that). *Do not drive while sleepy* (see: Excel Racing, Chris Pyles, Team Pennzoil, Team 10-40, all of which crashed rigs) Do not let other people drive while they are sleepy. **RW**

Sure, you can get **MORE** protection
But you can't get **BETTER** protection.

Held Gloves

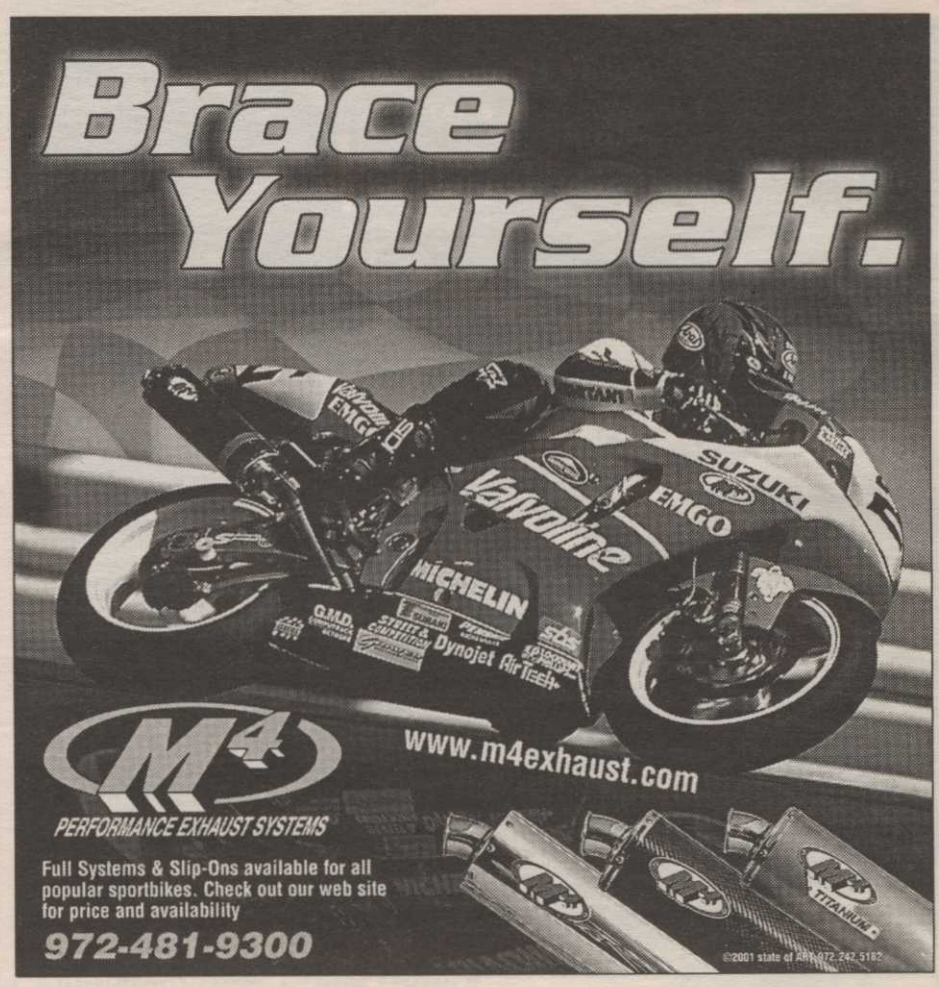
Held

Call us for your nearest dealer.
Or get them directly from us.

Helimot European Accessories
exclusive US importer
for Held products

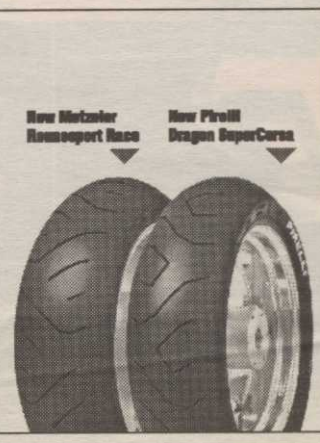
1141 Old Bayshore Hwy
San Jose CA 95112-2808
408-298-9608 fax 408-271-3955
email helimot@aol.com
www.helimot.com

Brace Yourself.



M4
PERFORMANCE EXHAUST SYSTEMS
Full Systems & Slip-Ons available for all popular sportbikes. Check out our web site for price and availability
972-481-9300

METZELER
Trackside Racers Supply
TRACKSIDE RACERS SUPPLY
Call Moose, Theresa or Greg
P: 828.235.8400 F: 828.235.8899
E.mail: trackside1@aol.com
Contingencies paid to all sanctioning bodies, all classes - except 2-stroke - Expert and Amateur, 1st thru 5th ($100 down to $40)
(NOTE: Tires sold only to currently licensed, competing roadracers)



PIRELLI

Roadracing World.
Honest Journalism, Not Mindless Cheerleading.
Subscription Hotline (800) 464-8336.

For Those Who Demand The Very Best!

Penske 8900 Series Road Race Shocks

- Available as Double or Triple Adjustable
- Owner Rebuildable and Revalvable
- Extensive Technical Manuals
- Update at Anytime
- Adjustable Ride Height
- High Quality Spring Included
- Dyno Tested
- Made in the USA

PENSKE RACING SHOCKS

Main Office
Reading, PA
(610) 375-6180 • (610) 375-6190 Fax

Midwest
Brooklyn, MI
(517) 592-6681 • (517) 592-3696 Fax

West
Lodi, CA
(209) 368-5040 • (209) 368-5119 Fax

Canada
N.O.T.L., Ontario
(905) 684-7418 • (905) 684-1774 Fax

www.penskeshocks.com

KENNY ROBERTS
HAS A NEW
ATTITUDE!
He rode a motorbike before starting to walk. It's hard to escape the racing virus when your name is Kenny Roberts. A family where biking is more than a passion, it's a way of living. An attitude.
Motul Attitude
5100 ESTER - SYNTHETIC BLEND
The 5100 utilizes a very special new ester synthetic base stock.
E-TECH 100 - 100% SYNTHETIC
This new oil is a combination of proprietary ESTERS and selected Polyalphaolefine (PAO) synthetic base stocks.
Contact your local Dealer!
Motul USA, Inc. 790 C Indigo Ct. • Pomona, CA 91767
Phone 909-625-1292 • Fax 909-625-2697 • www.motul.com
MOTUL Lubricants

TP RACING

- Attack Foot Controls with free titanium bolts
- Carbon Fiber from QB Carbon
- Fasteners titanium and aluminum
- Brake Lines for all bikes

www.racebolts.com

Contact us for a catalog: sales@racebolts.com or 858.909.0713

MOVING? Take your subscription with you. Send change of address to: Circulation, Roadracing World, P.O. Box 1428, Lake Elsinore, CA 92531.

FIRST PERSON/OPINION:

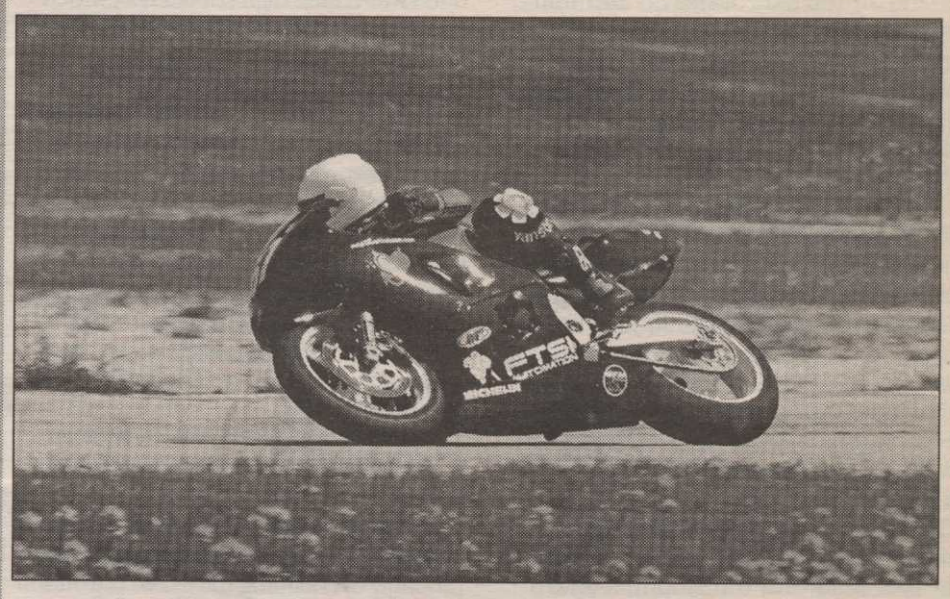
Letters From The Belly Of The Beast

By Melissa Berkoff

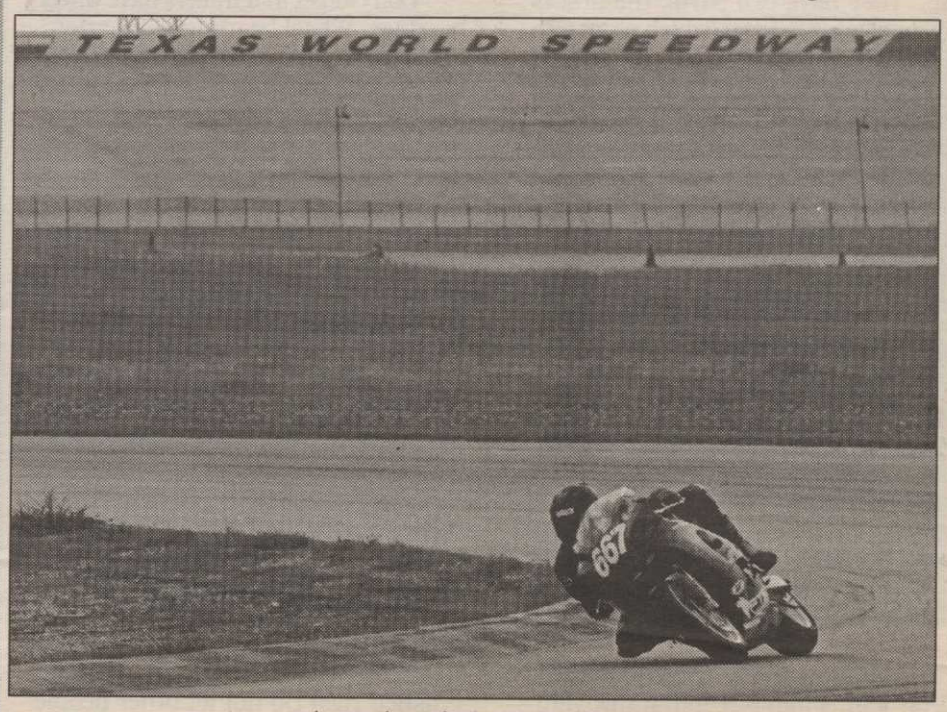
At the close of the 2000 season, we decided it was time to re-evaluate our equipment in preparation for Neighbor of the Beast's glorious return to the battlefields of the WERA National Endurance Mediumweight Superstock class. We were in possession of one (1) 1997 GSX-R600, which had been a sprint bike for a year before we obtained and then raced it for two full seasons of endurance. During that time, the motor had been rebuilt once, and the bike had been crashed eight times, including one very spectacular fire and several cracks in the frame. It was time for a new bike. So we went for the upgrade and got a 2001 GSX-R600.

Team winter testing at Talladega revealed to me a lack-of-traction problem coming out of the turns, coupled with a general lack of confidence going in. Rain had delayed the start of our track day for a few hours so I turned the bike over to Scott Fischer for a quickie as he had to catch a flight home (something about work). When he was gone and I had the bike to myself I spent a little time trying to tune the suspension a bit, but that confounded triple-adjustable shock seems to have a million setting combinations, and 999,999 of them are wrong. I got to the point where I could convince myself it was better, and we packed up for Texas.

Texas World Speedway is not where you want to try fixing your set-up problems. I was ecstatic when I learned we would not be racing at IRP this year, but after my first ride on the full course layout I pronounced TWS the new IRP. The pavement consistency is very much like Tommy Lee Jones' face, plus it had rained so water was seeping up through various cracks. All day Friday I intermittently complained about, and then tweaked, the suspension settings while Scott patiently and quietly dropped his lap times, as is his style. Finally I decided I couldn't stand to hear myself bitch anymore and I settled down to acclimating to the track. I dropped four seconds to about where I thought I should



Follow the yellow brick road. Photo by Jack Puryear/Digital Race Photography.



I swear the track is a lot bumpier than it looks here. Photo by Jack Puryear/Digital Race Photography.

be lap-time-wise, and finished practice feeling better prepared for the season-opening 6-hour race.

Since the grid positions are decided on points, and this was the first race of the year so the points were last year's points, somehow we ended up starting on the front row. I think the last time I had started on the front row was in my last Novice race, and looking at the riders beside and behind me, I got a little nervous. I determined the best way to calm my nerves was to apologize in advance to Opie Caylor (starting for Team Pennzoil) and Brian Stokes (on pole for Army of Darkness) for stuffing them into turn one. That said, I set off back to the pits to get ready for three hours of riding interspersed with three hours of nail-biting.

To me, Texas World is a very physical track, and my first two hour-long stints I tried to relax and not overgrip through all the bumps. My third stint I mostly concentrated on not hitting the puddle of water forming in the middle of the last two turns as I struggled to transition the bike and wondered why I hadn't been lifting weights all winter. Scott rode consistently and well in spite of an incident during his second stint involving the seeping water crack in turn one where he discovered a sudden and complete loss of front-end traction. He recovered the front without crashing by riding straight through the grass and up into NASCAR turn 1, where, upon realizing he was still upright, he turned around and rejoined the race.

Sometime during the latter half of the race, the electronic scoring system crashed. Most teams had back-up scorers, but the teams that had relied solely upon the electronic system lost laps as a result. One of these was another Superstock team, Bent Racing, which was leading at the time but then surrendered the class lead to Team Clinton Cycles and hired gun Joe Prussiano. The resulting uncertainty made it difficult to determine where we were running in class, but during the last hour I was pretty sure we were close behind #86, Team Chaos. Scott's lap times were only a few tenths off what Chaos was doing, and I thought with some encouragement, he might be able to catch them. I guess perhaps a minus board isn't always encouraging, but I figured he'd let me know, so I showed him a position and minus board and watched his times.

No change. I kept the minus board going for a few laps, and then I pulled it in. I assumed he was probably already going as fast as he could and having that reminder was only going to frustrate him. We ended up fifth in class, 11th overall after the scoring was all sorted out, and when I told him about our close finish with Chaos, he said, "Why didn't you show me a board?"

"I did show you a board."

"Oh. Yeah, I couldn't read the board."

Now, I know the pit wall is father from the front straight at Texas World than at any other track we race at due to the banking, but I could read the board from the track. Then again, I wear glasses. And that was when we discovered that Scott needs glasses. With the understanding that he wouldn't be allowed to race the bike again unless he was wearing some sort of vision correction apparatus, we set our sights on Clinton, Chaos, and Talladega. **RW**

Daytona F-USA

continued from page 81

start. The marshall didn't move. He (Davis) was holding his clipboard up. (Stratton) hit him hard, sent him flipping through the air and his shoe came off. I think the rider's dead. His whole helmet was crushed in."

Stratton was 35 years old and lived in Royal Oaks, California.

The Roadracing World Air Fence Fund funded the deployment of 18 28-foot sections of Alpina Air Module inflatable air barriers around Daytona's 3.56-mile round course. Alpina modules were in placed in turn one, in the entrance to turn six, on the banking wall at the exit of turn six, on riders' left in the chicane and against the banking wall at the exit of the chicane. Sections of Alpina module in place against the speedway walls exiting turn six and the chicane proved particularly effective during the weekend. As an example, on Friday, October 19 during the wet Middleweight Supersport Amateur race, Santiago Sierra highsided over a slick patch at the exit of the chicane. Formula USA National Safety Director Roger Lyle, an eyewitness to the crash, said, "He got launched pretty good, probably 10 feet in the air, and went flipping. His helmet came off during the flipping, and he landed right in the Air Fence." Sierra was conscious and coherent at the scene and rode in the ambulance to the infield care center before refusing treatment and walking back to his pits. According to Alpina Safety Systems' Dan Lance, the Alpina Air Modules deployed at Daytona were hit a total of 16 times during the weekend.

Aprilia USA issued a press release at Daytona announcing the end of the Aprilia Cup Challenge as a National Series in favor of more regional contingencies for the RS250 and the RSV Mille R. The release quoted Aprilia USA General Manager Tom McDonald as saying, "The Aprilia Cup will shift to more of a local series with contingency money posted in local clubs. Aprilia's reputation has been built on racing, and we still want local racers to have contingencies available closer to home, and perhaps involve their local Aprilia dealerships in their racing programs."

A season-ending National Championship round for the Aprilia Cup series may be organized with the top local racers competing for $20,000 in purse and show money. Aprilia USA Marketing Coordinator Robert Pandya was quoted in the release as saying that possible specialty categories, such as the Heavyweight Division in the 2001 season, are being considered "to allow greater parity for Aprilia Cup racers." Final details of Aprilia's 2002 contingency program will be announced at a later date.

Buell Racing Manager Henry Duga announced at the Formula USA Awards ceremony held on Sunday, October 21 that the Buell Lightning Series would return to the Formula USA National Road Race Series in 2002. Duga said that Buell officials are still working on a plan to keep the existing Buell Lightning competitive against the new 2002 Buell XB-9R, adding that different horsepower limits may be used for the two models to balance the performance of the lighter, better handling XB-9R and the heavier Lightning.

Also during the awards ceremony held at Daytona USA, Formula USA's Bill Syfan announced that the series will return to Daytona (twice), Willow Springs, Portland and Virginia International Raceway during the 2002 season. Syfan said that additional tracks likely to be included on the 2002 schedule include Summit Point, Road America, Mosport, Loudon and Phoenix International Raceway, along with a

continued on page 92

maier USA
DIRT • STREET • ATV

416 Crown Point Circle Dept. RW
Grass Valley, CA 95945-9089
530-272-9036 / Fax 530-272-4306
Web site: www.Maier-Mfg.com
Send $3.00 for full color catalog

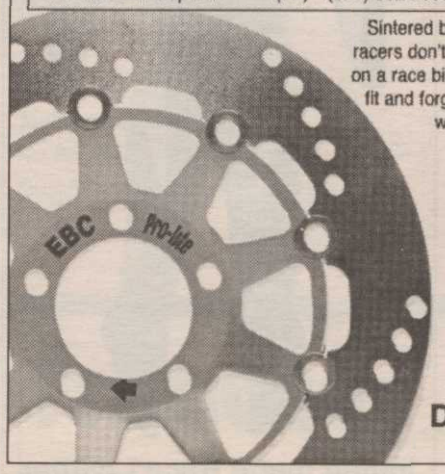
QUALITY PLASTIC MOTORCYCLE ACCESSORIES FOR STREET, DIRT & ATV

Aero Race Screens
Our Aero Race Screens use a race proven design that has not only helped in lowering lap times, but also offers stylish good looks and added wind protection.

Upper Road Race Fairings
These Road Race Fairings are similar in shape and style to the stock units, except they do not have the headlight cut out. This eliminates the need to use an add-on number plate. They are made of paintable ABS plastic and are available in either black or white.

EBC BRAKES BEST BRAKES and best contingencies

Street & Competition	(NY)	(800) 326 5487	JT Motorsports	(AR)	(800) 722-7278
Marietta Motorsports	(GA)	(888)-Fast-Lap	Competition M/S South	(FL)	(904) 384-8398
MRT (Mason Rac'in Tires)	(MN)	(612) 250-9122	Colorado Powersports East	(CO)	(303) 442-4772
Penn Ohio Motorsports	(PA)	(724) 982-0330	Cycle-Pro of Santa Rosa	(CA)	(707) 527-8888
Torque Center	(WI)	(262) 786-4420	Competition Motors	(OR)	(503) 320-2475
R. Yersak Motorsports	(PA)	(877) 662-7055	Racer's Edge Performance	(NV)	(702) 257-3808



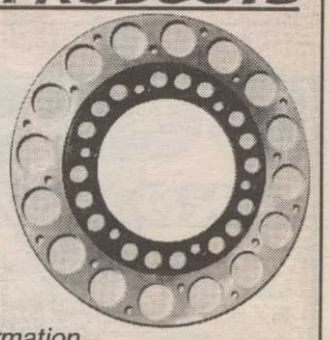
Sintered brakes last longer and work better, we all know that clever racers don't even MESS with anything else. There are enough things on a race bike to go wrong without having to worry about brakes, just fit and forget 'em with EBC Double-H from these trackside vendors, win more races and earn more contingencies ... nuf said!!!

Double-H Pads & Pro-lite Rotors
Available from these Trackside Vendors

TCM MOTORSPORTS PRODUCTS

Lightened Rear Brake Rotors
Saves up to 1 pound of unsprung weight
Hundreds in service since 1993
GSXR, R6, R1, F3, F4, Ducati and more
Raced by many teams: including the AMA Corona Extra-sponsored EBSCO Suzuki team

Crash protection Kits:
Rearsets, Pegs, Bar Ends, Frame Savers, etc. available for many bikes



Visit our website for more information
www.tcmproducts.com 707.541.7251

Roadracing World.
Honest Journalism,
Not Mindless Cheerleading.
Subscription Hotline (800) 464-8336.

J. Lindo Leatherwear
www.jlindoleatherwear.com
2618 Union Avenue · San Jose, CA 95124

Home of
ZOOMI LEATHERS
408 626 8626
Custom Made with Top Grain Competition-Quality US Leather
One and Two Piece Suits
Full Protection • Kevlar Inserts
Perforated Panels • Letters • Logos
Repairs • Alterations • All Brands
CHECK EXCITING NEW FEATURES IN OUR WEB SITE
www.jlindoleatherwear.com

Wanna Learn the Curves?
LEARNING CURVES
MOTORCYCLE ROADRACE SCHOOL
www.learningcurves.com
An Official Race Licensing School of CCS!
Championship Cup Series/SFX Motorsports Group
5 East-Coast and Mid-West regions
Thanks for your Support!!
Torque Center · DUNLOP · EBC BRAKES · vanson Leathers · AiRTECH · Arai HELMETS · RACE TECH · SPECTRO OILS · DODGE CITY · REGINA CHAIN · HAL'S · Buell
www.learningcurves.com
414-327-0140 (Fax)414-224-4908

ZR ZLOCK RACING
New For 2000 ZX9Rs!!!
985cc kit 13.5-1 $1400
950cc kit 13-1 $1200
ZX-9
98-99 948cc kit $1200
94-97 950cc kit $1100
ZX-7
96-99 836cc conversion
call for price
91-95 836cc kit $1100
Chassis Components
Kit Shock Links $450
Custom Dog Bones $50
Tach & Fairing Mounts $100
Tipke Fold-It Carts Only $200
The ultimate for moving gear and equipment in the pits.
Complete engine building and machine shop services.
All prices before shipping.
(253) 537-3775

CORNER

Italian made Race Leather
Now available in the US!
www.topgearmotorcycle.com
888-893-9324

PRO TWINS
brembo
GO HARD FROM THE START Sportsbike TYRE WARMERS www.sportsbike.com.au
DUCATI PERFORMANCE
HYPERPRO
www.protwinsusa.com
561 223 0213
RUOTE marchesini ROAD RACE TOP QUALITY PRODUCT

MOVING? Take your subscription with you. Send change of address to: Circulation, *Roadracing World*, P.O. Box 1428, Lake Elsinore, CA 92531.

Daytona F-USA

continued from page 91

possible "international event." Other news included the splitting of the Heavyweight Sportsman class into separate Amateur and Expert races along with adding an Amateur Unlimited Supersport class. And Kevin Elliott of CCS announced that the Race of Champions at Daytona drew 1397 entries from 430 different riders; Elliott pointed out that the CCS record for race entries for a single race weekend was set earlier this year at Road America, which drew 2024 entries.

Formula USA's Kenny Abbott said the company spent $24,000 on event and National Championship trophies for the four-day Race of Champions weekend at Daytona, and that Formula USA National Road Race Series Championship trophies cost $14,000 alone.

Special awards presented by F-USA included the 2001 Formula USA National Sportsmanship Award, given to racer Marc Palazzo for stopping to help rescue fellow racer Craig Connell from a fire at the Portland round. Palazzo was not at Daytona, due to suffering a wrist injury while training on a motocross bike.

Roadracing World *Air Fence* Fund founder John Ulrich accepted a trophy from Abbott and got a standing ovation from the capacity crowd in the Daytona USA auditorium. Before presenting the award, Abbott mentioned Ulrich's long-standing personal and professional efforts to improve rider safety. In accepting the trophy, Ulrich thanked contributors to the Air Fence Fund and said that the Fund is proof that racers make things happen.

Arclight Suzuki's Scott Harwell won three races, placed second in another and fourth in yet another on Metzeler-shod GSX-Rs through the CCS portion of the weekend at Daytona. Harwell pocketed about $3000 in purse and Suzuki contingency money but wasn't just thinking of the money. After winning the Heavyweight Supersport final on Saturday afternoon, Harwell pulled over and stopped in turn two on the cool-down lap, called over a cornerworker and gave the worker a hug. The North Carolina rider then explained to the worker that he had crashed and hit a steel barrier in that corner during the 2000 Race of Champions weekend, suffering a badly broken arm and a concussion. "Those guys probably saved my life," said Harwell afterwards. "I just wanted to tell them thanks. It was a little bit of an emotional moment for me."

BFR/Pro Italia Aprilia's Aaron Clark missed the F-USA finale at Daytona because, according to Crew Chief Gary Stiles, Clark crashed on Sunday, October 7 while riding at a motocross park in Phoenix, Arizona. Clark, who suffered broken ribs and a punctured lung, was hospitalized for a few days, and was then released with a tube inserted in his damaged lung. But Clark returned to the hospital after developing an infection in the injured lung, which had partially collapsed again, and remained hospitalized until October 20, the Saturday of the Daytona F-USA weekend.

With short notice and limited options, Stiles chose to put Chris Bush on Clark's Aprilia RSV1000R for the Formula USA Unlimited Superbike race at Daytona. "We know Chris from racing with him in CCS stuff in the Southwest," said Stiles before the racing started at Daytona. "He is a really fast guy in his region and has F-USA experience. We definitely wanted to have both bikes on the grid for the final race of the season, and we have complete faith in Chris' ability. Having said that, we have no chance for the Unlimited Superbike Championship. So the main focus of our team this weekend will be on Dan Fischer and his pursuit of the Aprilia Cup Championship." Bush crashed the BFR/Pro Italia Aprilia Mille R in practice, broke three bones in his right

Jeff Vermeulen (344) and Richie Morris (9) head through the Daytona tri-oval side-by-side during the Buell Lightning battle for second place. Morris was ahead when it counted, and Vermeulen got disqualified for exceeding the horsepower limits anyway. Photo by Brian J. Nelson.

DEALERS WELCOME
VISA MRM MASTER
MIKE RICH MOTORSPORTS
Cylinder Head Porting
Computerized Flow Bench Services
Big Flow Ducati Heads
996 • 916 • 748 • 750 • 900
CCS/LRRS N.East Supertwin Championship Winners
Engine Development
Competition Valve Jobs (competitive prices)
Machine Shop Services
Blow-ups Repaired (weld , shape , test)
Magnaflux Crack Detection Service
Wiseco PISTONS Ducati• Moto Guzzi
KIBBLEWHITE BMW • Yamaha
PRECISION MACHINE Suzuki• Kawasaki
VALVES/ SPRINGS Honda• Triumph
COMETIC GASKETS BSA • Norton
Congratulations and Thank You to:
• Team Supermoto International and Eric Gulbransen - Ducati 996 2001 CCS/LRRS N.East Supertwin Champions!
• Zydeco Racings , Charlie Cole MOTO GUZZI 750 2001 USCRA Formula II and Heavyweight Supervintage Champion!
Toll Free: 1-866-MRM-SPORT
1-866- 6 7 6 -7 76 7 U.P.S.
Fax/Local: (631) 874-7032 C.O.D.
21 Jerusalem Hollow Rd. Manorville, NY 11949

hand and did not race.

Richie Morris made a successful return to Daytona for the first time since he was seriously injured last March in a starting-grid crash that nearly cost him his left arm. In story fit for Hollywood, Morris' return to Daytona during the F-USA weekend included two trips to winner's circle, one in the GTU class of the Engine Ice 200-mile Team Challenge—clinching the class title with teammate Clint Brotz—and another in the Buell Lightning race. During the Formula USA awards, Morris said "Just to be back on the bike is nice, but it's really nice to be back with you guys. If I wouldn't have been able to return to racing it's all of you that I would have missed the most." Morris also thanked his Hal's Performance Advantage crew for setting up his Buell so he could ride while still injured.

Shogun Motorsports will not run a National road racing program in 2002 and will instead concentrate on televised Arenacross events. The lack of television coverage of the Formula USA Series prompted the decision. Shogun Motorsports competed with Ty Howard and Paul Harrell in the 2001 F-USA National Road Race Series.

New (2001) AMA Dirt Track Grand National Champion Chris Carr returned to Daytona for the second of his two guest rides on the Blackmans Aprilia RSV1000 Mille R during the F-USA/CCS Race of Champions weekend and won the 5-lap CCS Super Twins Expert race from the back row. "The hardest part of switching back to road racing is just having to remember to put my knee down and not my foot," said the only man to have ever earned an AMA Superbike pole position with a Harley-Davidson VR1000 Superbike. "I don't have to remember to put tear offs on, though, and the bikes stay a lot cleaner. It really doesn't take a while lot. You know, racing is racing. You gotta be on the right line to go fast, and you've gotta be on a good motorcycle. So it's really no different in that respect." But was the Blackmans Aprilia better than it was in the Spring? "It's a ton better," said Carr. "There's seven more months of development on it and it shows out there on the racetrack." The bike Carr rode in the Spring made in the neighborhood of 120 horsepower. The Aprilia that Carr rode during the Race of Champions weekend made over 141 horsepower. After winning the SuperTwins Expert race, Carr asked officials to disqualify him so that that one-race National Championship would go to a usual CCS competitor. CCS docked Carr one lap for a "flag infraction", dropping him to 17th place and giving the win and title to Miami's Carlos Macias.

Michelin will introduce a comprehensive road racing contingency program for 2002, including payouts in 13 National and Regional racing series across the country. The move is part of a new Michelin push in the U.S. market, along with the introduction of the Pilot Race 2 in three versions, two for the racetrack and one for highway use. The Pilot Race 2 made its U.S. debut at Virginia International Raceway in September, where it took pole position in AMA 750cc Supersport. Michelin North America, Inc. announced the contingency program in a press release issued October 18 in the press room at Daytona International Speedway. Michelin engineers were at Daytona, testing Pilot Race 2 DOT-labeled tires during CCS and F-USA competition with Josh Hayes and Grant Lopez of Team Valvoline EMGO Suzuki. The company also held a summit with its racing tire distributors at Daytona, including Sto Smead of Motorace, Walt Schaefer of Walt Schaefer Cycle Supply and Morgan Broadhead of Freddie Spencer's High Performance Product Line. Ron Wood has been put in charge of Michelin North America's road racing programs; those programs were formerly handled by former off-road racer Randy Richardson, who will now concentrate on Michelin's off-road and motocross programs.

According to the Michelin press release, Michelin contingency will be posted in the AMA, F-USA, CCS, AFM, CRA, OMRRA, WMRRA, MRA, WSMC, NMRR and WERA events. Contingency information will also be available on the Michelin motorcycle tire website: www.michelin.com/moto. ***RW***

GUIDE TO ROAD RACING ORGANIZATIONS

AFM
American Federation of Motorcyclists
P.O. Box 5018-333, Newark, CA 94560
(510) 796-7005 http://www.afmracing.org

AHRMA
American Historic Racing Motorcycle Assn.
12908 W. 67th Street, Shawnee Mission, KS 66216
(913) 268-4401 FAX (913) 268-4400
www.ahrma.org

CCS
Championship Cup Series
2501 Parkview Drive Suite 105, Ft. Worth, TX 76102
(817) 332-4822 FAX (817) 332-5633
www.ccsracing.com

CMRA
Central Motorcycle Roadracing Assn.
P.O Box 156, Richmond, TX 77406-0156
(800) 423-8736 www.cmraracing.com

CRA
Central Roadracing Association, Inc.
P.O. Box 5385, Hopkins, MN 55343
(612) 332-4070 www.cra-mn.org

Flag Services National Cornerworkers
217 Steele Hill Road, Sanbornton, NH 03269
(603) 571-5935 flagsvs@aol.com

MARRC
Mid-Atlantic Road Racing Club
P.O. Box 2292, Wheaton, MD 20915
(301) 933-2599 www.marrc.org

MRA
Motorcycle Roadracing Assn.
P.O. Box 40187, Denver, CO 80204
(303) 530-5678 www.mra-racing.org

NESBA
North East Sportbike Assn.
P.O. Box 6691, Wyomissing, PA 19610
(800) ATNESBA, FAX (610) 329-5302
www.nesba.com, e-mail, nesba@nesba.com

OMRRA
Oregon Motorcycle Road Racing Assn.
P.O. Box 6388, Portland, OR 97228
(503) 221-1487 FAX (503) 439-6279
http://www.omrra.com

RPM
Racing Performance Motorcyclists
(WERA So. Central Affiliate)
P.O. Box 90639, Houston, TX 77290
(281) 587-8759 FAX (281) 587-2671
www.rpmraceclub.com

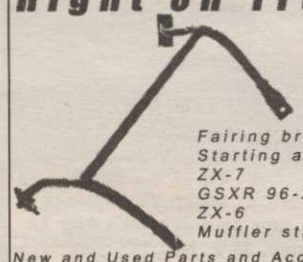
WERA
Western Eastern Roadracers' Assn.
2555 Marietta Hwy. #104, Canton, GA 30114
(770) 720-5010 FAX (770) 720-5015
www.wera.com

WMRRA
Washington Motorcycle
Road Racing Assn.
P.O. Box 94323, Seattle, WA 98124-5623
(425) 338-4686 wmrra.com

WSMC
Willow Springs Motorcycle Club
P.O. Box 911, Rosamond, CA 93560
(661) 256-1234 FAX (661) 256-1583
www.race-wsmc.com
e-mail: racewillow@aol.com

high performance parts & services

DANO'S PERFORMANCE
Cylinder Head Porting / Engine Building Services
F4i 113HP GSXR600 116HP
GSX1300R 175HP R6 115HP
R1 155HP TL1000R 135HP
11524 E. Slauson Ave. Whittier,Ca. 90606
Mastercard & Visa accepted
562-692-9888

Right on Track

Fairing brackets
Starting at $00.00
ZX-7
GSXR 96-2000
ZX-6
Muffler stays
New and Used Parts and Accessories
For Racers From Racers
At Affordable Prices
Contact Us First
www.rightontrack.com
305-342-6853

GALFER performance brakes
pads·lines·discs
www.galferusa.com
800-685-6633
Tech Line 805-653-5012

ARE YOU READY TO DO BATTLE?
BATTLE FACTORY HIGH PERFORMANCE PARTS & ACCESSORIES FOR GP & SUPER BIKES
DEALER INQUIRIES WELCOME
TIRE WARMERS
CLIP-ONS
REAR SETS
ELECTRONIC SHIFTERS
REAR. FOLDING. PRO ARM. FRONT STANDS
RSC EXCLUSIVE NORTH AMERICAN DISTRIBUTOR. WE CARRY OEM PARTS FOR ALL MAKES.
★★★ http://www.rscycles.com (860)916-3696 ★★★
CHECK OUT OUR SELECTION OF NEW & USED GP BIKES.

frenotec
www.frenotec.com
phone: (904) 260-6573
NOW AVAILABLE: RC51 Brake Disc Kits!
brembo®
Braking solutions for all brands!

BLACK + GRAY
Motorcycle Racing & Transport Products
Pit Boards
-Digital System
-Card System
Race Timing Boards
-Clipboards
-Storage Boxes
Plastic Wheel Chocks and Quick Disconnect Kits

www.blackandgray.com
order/info line 800 724 2193

high performance parts & services

Plexus®
It's not just polish. It's PLEXUS® It's better.
You've never used anything like PLEXUS®
Advanced cleaner, polish, protectant. Fast. Easy. Brilliant.
www.PlexusPlasticCleaner.com © BTI Chemical, Inc. 800-405-6495

aprilia mototek
One Brand = Total Commitment
www.mototek.com
512.218.4466
A-RROW

YSR Parts & Accessories
Web Site http://www.teamcalamari.com
TEAM CALAMARI RACING
YSR Parts-New/Used Porting-Boring Crank Balancing Engine Mods 48hr Turn Around On Most Engine Work
FREE CATALOG
Tachs Race Tires Clip-Ons Top Clamps Fork Brace Carbs
Brakepads Shocks Wheels Bodywork Used Parts
Steel Braided Lines Ignitions Swingarm Bushings
Box Aluminum Swingarms Fork Kits Clutch Kits
YSR Racing Videos O.E.M. Parts and More!
831-484-1921 FAX: 831-484-1956
97 San Benancio Cyn Rd. Salinas CA 93908 M-F 9-5pm Pacific

EZ-UP World's Fastest Shelters ORIGINAL SHADE
Ez-Up Tents
Quick Shade!
Best Prices
Holliday Canopies
800-788-3969
www.hollidaycanopies.com

THE WORLD'S FINEST HELMETS.
SHOEI
3002 DOW AVE, SUITE 128
TUSTIN, CA. 92780
714-730-0941
WWW.SHOEI-HELMETS.COM

MR MORGAN RACING™
EXHAUSTS FOR EXOTICS
RZ•RD•RZV, TZR, TDR-RG, RGV-NS, NSR-KR
Telephone: 508 867 - 6295
P.O. Box 272 West Brookfield, MA 01585 U.S.A

Hyper Club Track Days
Willow Springs Int'l Raceway
Pre-entry $175
Post-entry $199.
Streets Of Willow
Pre-entry $125
Post-entry $145
Online at Hyperclub.la
818-988-8860
email: hypercycle@1stconnect.com

aprilia
Motorcycles, Parts, Service, Accessories
877-303-2458
www.imotosports.com

LE RACE SUSPENSION
LINDEMANN ENGINEERING
520 McGlincey Lane #3
Campbell CA 95008
(408) 371-6151
FAX (408) 371-4915
www.le-suspension.com
OVER 30 AMA PRO NATIONAL CHAMPIONSHIPS
LE SUSPENSION PRODUCTS & SERVICES
• LE Springs • Titanium springs •
• Penske Shocks • WP Suspension •
• Fox Shocks • Eibach Springs •
• MX • RR • DT •
• Fork Valving • Shock Valving •

FOR ALL YOUR BODYWORK NEEDS
AiTECH
The Largest Variety of Hand Crafted Motorcycle Bodywork in the World.
CALL 760-598-3366
www.motorcyclebodywork.com

CLIP-ONS BY PRO-FLO
2 pc Billet Aluminum Bodies
Replaceable Bars
19 Sizes/10 Bar Colors
$109.95/set
(760) 961-9158
www.pro-flo.com

USED PARTS
GUARANTEED!
• Japanese Sportbike Specialists
• Free Hotline Service
1,000,000 PARTS IN STOCK
COMPLETE BIKES TOO!
JC MOTORS www.jcmotors.com
(714)557-2558 24hrs

NEW! HOLESHOT PS-3 SOLENOID SHIFTER
DALE'S REVOLUTIONARY FULLY ELECTRIC PUSH BUTTON SHIFTER
"THE ORIGINAL"
Allows wide open upshifts with a touch of a button
100% Electric!
No air tank, compressor, lines or any other components needed to run an air shifter
Cable pulls shift pedal, includes adjustable ignition PS-2 kill box, solenoid hidden in tail section
$439.00
Over 3 years of development
A FULLY PATENTED PRODUCT
Over 22 Years of Electric Shifter Technology!—The Original
HOLESHOT ELECTRIC POWERSHIFTER "2"
Foot shifted
Full throttle lightning shifts without the clutch
On/off switch with full bypass override feature
Finger tip turn dial makes kill time adjustment a snap
Easy on trans, clutch, and drivetrain
only $199.00
New Holeshot Barrel Trigger™ option is now available.
CALL OR LOOK AT OUR WEBSITE FOR FULL DETAILS TODAY!
(831) 761-2808 FAX 761-3105 WWW.HOLESHOT.COM

Code R.A.C.E.
Race And Competition Experience
Want an Adrenaline Rush?
Code-R.A.C.E Racing School
•For adrenaline junkies only
•A whole new level of one-on-one
•Costs a lot
•It Rocks
•Created by Keith Code
•YES, you really race
•Race And Competition Experience
•Explode your skill barriers
www.coderace.com
818-841-7661

Ride DP Safety School
Ride The Finest Racetracks
2001 Schedule
BUTTONWILLOW - March 5 • October 15
LAGUNA SECA - March 19 • April 16
May 24 • June 17 • July 10 • Aug 23
Sept 24 • Nov 19
SEARS POINT - April 13 • Aug 17 • Nov 13
THUNDERHILL - May 7 • June 11 • Oct 1
PORTLAND, OR - Aug 8
SEATTLE, WA - August 1
Phone 805 772-8301 Fax 805 772-5929
www.dpsafetyschool.com

CARBON FIBER
Carbon Fiber Segment clutches have a high static and dynamic coefficient of friction for smooth engagement and release.
Barnett
2238 Palma Dr., Ventura, CA 93003-5733
(805) 642-9435 (805) 642-9436 FAX
www.barnettclutches.com

techtronics
ELECTRONIC QUICKSHIFTERS
The techtronics Quickshifter is a precision made electronic gear change system. Smooth lightning fast up-shifts can be made at any throttle setting, without backing off or using the clutch
Superbike Kits
GP 250 Kits
FIM Legal SS600 Kits
British SS600 Champion 2000
Senior TT Winner IOM 2000
Call Us On
716 537 2534
WILLIAMSVILLE COMPETITION
182 SOUTH MAIN STREET
HOLLAND N.Y. 14080
www.techtronics.co.uk

SILENCERS FOR 2-STROKES
ROCKETDOG RACING
JFR QUICKSHIFTER
$310 DELIVERED
Info 401-751-1243
orders 877-465-4567
www.rocketdogracing.com
21 Turner St. Prov. RI 02908

KOWA PRECISION TOOLS
#1 MOTORCYCLE TOOL COMPANY
AKS-287-1010 STATIC WHEEL BALANCER
AKS-287-2010 TIRE BALANCE WEIGHTS
1-800-824-9655
CALL FOR OUR FREE CATALOG
LOOK FOR SPECIALS ON OUR WEB SITE
www.kowatools.com

TZ125 • TZ250 CRANKSHAFTS
FIVE TIMES AMA 250cc GP Pro Champion
RICK SCHELL RACING
phone: 775-345-7220

high performance parts & services

www.Raceway Cycle.com
Motorcycle Parts & Accessories
Sportbike Specialists
Open 7 Days
Brick, NJ
(732) 262-2808

World's fastest chain!
Larry McBride sets a world record 5.993 ET at 243.68 mph using a stock EK chain.
Kayo Corp
50 Division St. Suite 400
Somerville, NJ 08876
908/526-9206 • EKChain.com
EK CHAINS

MCE RACING
Grand Prix Roadracing Motorcycle Service
125cc - 250cc Honda • Yamaha • aprilia
Engine Rebuilding • Crankshaft Truing
Suspension Service and Tuning • Welding
Fabrication • Machine Shop Service
Dynojet Dyno • Damaged Parts Repaired
Expansion Chamber Repair and Modification
ALL WORK DONE BY
KEVIN MURRAY
760-599-1061
FAX 760-599-1081
1930 Watson Way, Unit H
Vista, CA 92083-7994 USA
www.mce-racing.com

WISECO PISTON
PRECISION PERFORMANCE
Road Race/Endurance Piston Kits
Wiseco Piston Inc.
7201 Industrial Park Blvd.
Mentor, OH 44060
(440) 951-6600

RACER'S DREAM RACE BODIES
RACE BODYWORK FOR SUZUKI, YAMAHA, AND MORE
(702) 228-9555

XFACTOR
available at:
XFACTORVIDEO.COM
Toll Free: 800.618.6161
Extreme Roadbike Videos

MORGAN DESIGNS race graphics
GIVE YOUR MOTORCYCLE A MAKEOVER!
VINYL DECALS · RACE REPLICA KITS
AUTO GRAPHIX · SCREEN NAMES · STRIPES
SPONSORSHIP LOGOS · LETTERING KITS
VISIT OUR SECURE ON-LINE STORE AT
www.morgandesigns.com
tel: +44 115 931 2400 fax: +44 115 911 6844 (UK)
OFFICIAL SUPPLIERS FOR Nori CMC OFFICIAL REPLICA · R7i YAMAHA · V&M RACING YAMAHA SPECIAL

AGVSPORT
AGV Sports Group, Inc is now accepting resumes from racers for the 2001 season. All types of racing included:
Road Racing, MX/SX/FMX, Enduro, Desert, Drag Racing, Flat Track, etc.
For more information call 301.663.4550 or check us out on the internet at **agvsportsgroup.com/support**

WILL SHIP ANYWHERE **HOLLYWOOD MOTORCYCLES YAMAHA**
www.hollywoodmotorcycles.com

Asphalt & Gas
Leather Knee Pucks
colors, compounds shapes, sizes standard or custom
1041 Ardmore Ave. Oakland, CA 94610 (510) 451-3044

Alloy Wheel Straightening
for Motorcycles and Cars
www.mcwheel.com
Call: (888) M.C. WHEEL
124 Old Gilsum Rd., Gilsum, NH 03448

Two-time AMA 250cc GP Champions
Top engine builder in ShifterKart Racing
SwedeTech Racing Engines
916-714-3980
www.swedetechracing.com

ENGINEERED Racing PRODUCTS
PH (661) 250-9762
FAX (661) 250-3378
Custom & Retail Products Available Now
Yamaha R1 Suspension Link
Suzuki GSXR Ride Height Adj. Kit
Helmet Head Leathers Cleaner
visit our virtual store!
we proudly sell aFe Filters
www.engineeredracingproducts.com

HONDA
RACER DISCOUNTS
AMOL Motorcycles Inc.
201-384-1103
103 West Shore Ave.,
Dumont, NJ 07628
www.amolmotorcycles.com
DUCATI

WE CAN FIX IT!!!
Motorcycle Radiators Only...Since 1990
RADIATORS
Clogged, Bent, Twisted, Smashed, or Leaking
We fix them right! For as low as $35.00.
One-day service. We also fix oil coolers.
MYLER'S (800) 367-7699 (801) 280-8040
8414 Mc Dowell Ct., West Jordan, UT 84088

REAPERWEAR
High Quality Styles for the Mildly deranged
LIFE IS GRADED ON A CURVE...
RIDE WITH THE REAPER
2-sided 6-color on white or maroon shirt 17.95 +shipping
www.reaperwear.com
(888)401-7070

RACER'S SPECIALS
10'x10' Canopy
White Top, Powdercoated Frame & Slip Cover
$175.00
With Blue Top $225.00
ADD JUST $99.00 FOR VALANCE LOGO
FASTEST STRONGEST EASIEST SAFEST
NEW QUICK RELEASE PULL PIN.
YOUR RACE TEAM NAME
ALLREDY. Canopies
WWW.BUY-TENT.COM
(800)BUY-TENT (289-8368)

FASTRACK RIDERS
YAMAHA YAMAHA
Ride your Street Bike on the Fastest Road in the West!
Ride fast! Ride safe!
Willow Springs International Raceway
$175 One full track day!
1-19-01 2-16-01 3-16-01 4-13-01 5-18-01 6-15-01
7-13-01 8-17-01 9-14-01 10-19-01 11-16-01 12-14-01
The Newest Road in the West! The Streets of Willow
2-2-01 4-6-01 6-1-01 8-31-01 11-31-01
for information or registration call
661-256-8660
www.fastrackriders.com

www.ema-usa.com
Suomy Scotts AP Ohlins Harris
Hein-Gericke Pro-Slide Yoshimura
Brembo Diadoro Pit Bull Arrow
We have the best prices on Dunlop and Michelin tires

Straightening Wheels Alum Mag
Machining Welding
Frame Straight System
22661 Main St. Armada Mi. 48005
www.framestraightsystem.com
? Bent, Dented, Cracked ?
Wheels Straightened / Repaired / Machined
$ 80-$120 Work Guaranteed
Metal-Lax Stress Relief / Magna Flux Inspection
800·846·1306 / 810·784·8877

RACING SUITS
SYED Leathers™
1-800-486-6635
Fax 407-857-9233 www.syedleathers.com

POWDER COATING IMPRESSIONS, INC
Custom Designs & Colors - Including Translucents & Clear Coating
270-312-3368 impressionspdr.com

FastDates.com
Pit Lane News Superbike & Grand Prix
Paddock Garage Sportbike Tuning
Books • Calendars • Beautiful Girls

California Superbike School
DISCOVER THE ART
Cornering
KEITH CODE'S
CALIFORNIA SUPERBIKE SCHOOL
Phone (818) 841-7661 Fax (818) 841-7019
PO Box 3601 Glendale, CA 91221
web: www.superbikeschool.com
Kawasaki

SHOULDN'T YOUR MOTHER KNOW WHAT YOU ARE DOING?
Keep her up to speed with a gift subscription to Roadracing World.
Call Subscription Hotline
(800) 464-8336.

INSURANCE
by motorcyclists for motorcyclists
Coverage Available For:
- Racing Owners and Sponsors
- Off-track and Storage
- Driver Disability
- Motorcycle Schools
- Road Race Teams
- Street Bikes

Call or e-mail Diana at
(800) 887-9869
ACE Insurance Services, Inc.
www.aceinsuranceservices.com

FRS
FACTORY RACING SERVICE
Professional Racing Photos
International Racing Service
Import & Export Moto, Parts
(310) 320-1584 FAX: (310) 320-7895

want ADS

California Superbike School – Instructors wanted. Do you have the right stuff? Some race experience required, friendly and willing to train. No squids or dopers. cobie@superbikeschool.com or (818) 841-7661 (CA)

Rising Sun Cycles – Large selection of new and used RS/TZ 125/250's, HRC and Yamaha OEM and kit parts. Exclusive distributor of renowned Battle Factory rearsets, shifters, stands, and tire warmers. Order online at www.rscycles.com or call (860) 916-3696. (CT)

GSXR Frames. 1995 750, 1993 and 1995 1100. Must sell all frames, make offer! Parting 1991-97 F2 and F3, 1993-97 CBR900RR, 1990-97 GSXR750/1100, 1991-97 ZX-7, 1990-94 ZX11. (508) 993-4864. (MA)

Sport bike parts: All kinds available in stock, Yamaha, Suzuki, Kawasaki, Honda. Mastercard, VISA, American Express, Discover, and COD. Corey Cycles. New Orleans, Louisiana. (504) 915-4542, (504) 486-5078. (LA)

want AD rates

All ads must be prepaid.

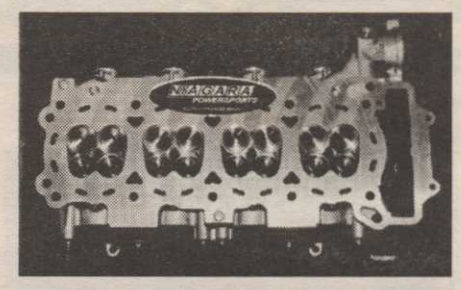
Private	
30 Words or less:	$15.00
(Extra words .25)	
Photo, extra charge:	$15.00
Business	
30 words or less:	$40.00
(Extra words $1.00)	
Photo, extra charge:	$30.00

INCLUDES FREE POSTING ON www.roadracingworld.com— WANT AD SECTION.

(Photos returned upon request with S.A.S.E.)

Ad deadline is 5 pm Pacific time, dates listed below.

Issue	Ad Deadline	OnSale Date
Nov.	Sep. 11	Oct 16
Dec.	Oct. 16	Nov. 20
Jan.	Nov. 13	Dec. 18
Feb.	Dec. 15	Jan. 20



NPS Racing Cylinder Heads. Cylinder head machining for Supersport and Superbike. Serdi valve and seat machining, porting and flow testing. Exchange heads available. Ask about racer discounts. (716) 791-4325. www.npsracing.com. (NY)

1998-2001 R1's Ramair Box. Fiberglass $900; carbon – call for price. Trapdoor for plugs extra charge. Best Ramair box on the market. 10-15hp. Available for 2001 GSXR750 and 2001 GSXR1000, and Suzuki 1300. Money back guarantee within 30 days. http://www.bikeramairbox.com. Mark (954) 680-2791. (954) 553-4679. (FL)

1994 Kawasaki ZX7R with 9R motor, 160.8 rwhp, no expense spared, lots of spare parts like Marchesini rims, etc. Total invested: $40K. Asking $7500 OBO. Shipping, no problem. Bike in S. Florida. Call (305) 618-6778. (FL)

Ducati 996 Corse race bike. Magnesium swingarm, Ohlins forks, C/K fairing two sets, Marvic wheels (2 sets), Brembo folding levers, billeted brakes, VEE two engine, titanium frame, aluminum tank, slipper clutch, 54mm arrows, rearsets, new cylinders, twin injectors, new Dunlop 208's. Deliver anywhere. $27,000, negotiable. Ltryan@attglobal.net. (Philippines)

"Suspension for Mortals," suspension tuning handbook, by Traxxion Dynamics guru Max McAllister. $15. www.traxxion.com. (770) 592-3823. (GA)

Parts, Parts, Parts, Parts!!! 1986-2000 Sport bike parts. GSXR, CBR, ZX-6, ZX-7, ZX-9, ZX-11, R1, R6, YZF, FZR, Katana, RF, TL, etc. All parts available. Inspected and guaranteed. Reasonable. Eric@winningwebsites.com. (714) 557-2558. (CA)

FZR1000 Ram Air Box from Dutchman Racing. Never used. Includes billet velocity stacks for carbs, $250. Stock shock for FZR1000 with about 2000 miles of use, $100. PSUfan271@aol.com. (330) 856-6046. (OH)

1992 Honda RS250. Excellent shape, tons of spares including wheels, cylinders, gearing, etc. $4000 OBO. Must sell, may sell parts separate. (636) 405-2466. (MO)

"Barnacle Bills" racing leathers. Custom suits, repairs, alterations, sponsor patches, and lettering. We can retro-fit and "aero-hump" on most suits. Check us out at www.racingleather.com (859) 336-7375. (KY)

2000 Yamaha R6. AMA Supersport ready and legal. Built professionally. Titanium Akropovic, Ohlins race shock, kitted front forks and many Yamaha factory kit parts. Plus many spares. 1100km and only two races. Will convert to street legal. (416) 360-1443. (Ontario, Canada)

Wanted: R1/R6 Race Parts. Good shape bodywork, engine covers, rearsets, clip-ons, exhaust, shock, steering damper (Scott's), wheels and rotors. Scott@pmiainc.com. (612) 819-5378. (MN)

Hawk 650, F3 parts. Hawk cylinder heads, $250; front rim, $30; front rim, $50; Fox shock, $250; aftermarket bodywork, $75; gas tank, $75. Some other stuff, wife made me. (510) 713-2693. (CA)

R1 Parts. Sharkskinz, blue, $350; gas tank, $200; Penske shock, $350; rims with rotors, $550; Graves bracket, $65; NRC case covers, $100; frame and clutch sliders, $50 or offer. (608) 836-7899. (WI)

CBRF2 Parts. New fairing, used plastics, tanks, forks, etc. Also new stock R6 exhaust. Make offer. Wanted: 2001 red R6 plastics and tank. Leave message, Bryon (520) 688-3199. (AZ)

1997 RS250. Swedetech racing engine, national history, Ram-air, inverted LE, Penske shock, Brembos. Thousands in spares! Extremely fast and reliable. Tools, HRC book, notes included. $6500 OBO. candacemm@aol.com. (425) 432-8872. (WA)

Wanted 2000-2001 GSXR750 Race Bike. Already set up. E-mail thuminik@carolina.rr.com or (704) 541-6880. (NC)

Madmanbiker.com. Damaged sport bikes for sale. Two RC51's, two GSXR750's, three F4's, five R6's, two R1's. Many more, great for roadracing. Visit our website or call Randy, (708) 331-5377. (IL)

1997 GSXR600 race bike. Runs great! Well maintained. Supersport legal. Race Tech. New fork seals. Recent valve adjustment. Just needs your competition number. $3750 OBO. flybutterfly66@hotmail.com. (405) 703-0535. (OK)

1997 Ducati 916 Engine/Transmission. Very low miles, complete with fuel injection and starter. Stock Showa forks with Lindeman re-valve and titanium nitrited, complete with triple clamps. Fiberglass fuel tank, painted red with Ducati emblems, complete with fuel pump. Magnesium swingarm complete with hub, rotor, caliper. Front and rear Marchesini's with iron Brembos. New white plate SPS tailsection complete with seat, Ohlins steering damper, Ohlins rear shock, stock slipons. Stock and racing bodywork, computer, headlight, carbon parts, adjustable rearset, much more. (949) 378-6623. (CA)

Honda RS250s. 1995, clean bike, $4200. 2000, leaded spec, original spares, very low miles, $9900. Two pairs wheels, Jha A kit with pipes, kit rad, carbon airbox, and other spares available. Call after 5 est. gpimport@sympatico.ca. (905) 686-4340. (ON, Canada)

2001 GSXR600 and race parts. Bike was set up to race and never was. Bodywork, $500. Fairing, stay, rearsets, braided lines, Hindle high pipe, Dynojet, Power Commander, steering damper. All parts to be race legal, subframe, etc. $7500 for street bike. Call for prices. Kyle, work or home. (305) 872-5778. (305) 872-0385. (FL)

1994 RS125. All the spares you need: cylinders, cranks, pistons, rims, extra bodywork, gaskets, seals, carb, IGN, gas tank, stands. Over $2000 in spares. Well maintained $2500. (414) 321-6313. (WI)

2000 ZX6R Supersport. Penske shock, Akropovic, Traxxion Dynamics. It's race ready. Too much to list. Seven race weekends on bike. Best offer. (732) 223-7108. (NJ)

2001 GSXR1000. Race ready, just broken in. Adjustable triple clamps, painted Sharkskinz, Hindle exhaust, 520 conversion, frame sliders, case cover, etc. Mint condition. $11,900. (413) 594-7280. (MA)

Brian Gibbs 1997 GSXR750. Good condition. This bike is fast, has Race Tech suspension, fiberglass bodywork, also extra sprockets and brake levers. Asking $4000 OBO. (912) 604-6218. (GA)

1996 Honda F3. Yoshimura pipe, Dynojet jet kit, Northstar bodywork, two sets of rims, braided brake lines, tach and temp gauge. $2600. Paul (763) 561-5954. (MN)

1999 Kawasaki ZX6R. Ex-Muzzy race bike, has everything. Two sets spare rims, many extras, $7500 takes all. Scott Simpson, (909) 369-6078. (CA)

1996-2001 GSXR parts. Plastics, tanks, wheels, brakes, race glass, and misc. parts. Clean, low mileage. Race take-offs. (559) 273-7711. (CA)

Parting 2000 Blue R1. Complete Bike, frame sold, 1998 900RR. Lots of Parts, F2/3 parts. 1994 F2 engine. E-mail with list or call. brent.seattlek5@verizon.net or (425) 742-8157. (WA)

Wanted: Gas tank for 1995 Kawasaki ZX7. mooneys2@squared.com. (484) 919-0395. (PA)

1999 Team Cycle Gear GSXR750. Roger Hayden's bike, very fast, race ready. Yosh titanium, two sets of bodywork, EBC rotors, lots of extras. $7200. Call Scott. SCOOBY23937@HOTMAIL.COM. (209) 848-8985. (CA)

1996 RS125. Excellent condition, fast parts kit, accessories. $3700. Ootech@attglobal.net. (719) 488-2368. (CO)

2001 GSXR1000. Black bodywork.Complete GSXR1000 Sharkskinz, black, yellow. 1999 R6 red bodywork, lights mirrors, exhaust. 1999 R1 red tank, front and rear fender, seat, Graves rearsets, powdercoat black. 2000 Hayabusa motor inverters, harness. CDI. (413) 594-7280. (MA)

2001 Yamaha R6 with Yosh pipe, Penske shock, brake lines, Race Tech, Scott stabilizer, head gasket, throttle kit, 1.5 sets of bodywork, all brand new street plastic, no scratches, degreed cams and valve job, fresh paint. Make offer. (480) 596-1133. (AZ)

Retirement Sale: Two 1998 TZ125's, Ramair and factory updates, with spares, $5900 each. 1999 TZ250 with spares, $8900. 2000 TZ250 with spares, $11,900. 2001 TZ250 with full spares kit, $15,900. Complete YEC kit for 2001, $5000. Danelind@MSN.com. (360) 568-8882. (WA)

1999 Hayabusa. Never raced, used as a commuter by 57 year old physician, box stock, new tires, chain, sprocket, black/silver, delivery possible. $8900. (843) 757-2300. (SC)

(Please print clearly and punctuate all copy)

want AD order form

Name

Address

City, State, Zip

❑ Check or Money Order Enclosed

or

Charge my: ❑Visa ❑Mastercard ❑Amer. Ex. ❑Discover

Credit Card # _____ Exp. _____

Signature _____ Date _____

1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31	32	33	34	35
36	37	38	39	40	41	42
43	44	45	46	47	48	49
50	51	52				

Phone # (counts as one word) _____

Run my want ad _____ issues. Extra words? (number) _____ Photo Enclosed ? _____ Total $ _____

ROADRACING WORLD CLASSIFIEDS, P. O. Box 1428, Lake Elsinore, CA 92531

Phone (909) 245-6411, FAX (909) 245-6417.

White Buffalo Racing. Motorcycle roadrace accessories. Great prices for: Bohn, CoolMax, Zero Gravity, TyrSox, Pitbull, Sharkskinz, Air Tech, Vortex, Scotts, Attack, Protek, Factory Pro, EBC, DID, RK, AFAM, Sprocket Specialists, Intuitive, Coolstuff. We are mail order. Lancaster. www.whitebuffaloracing.com. Toll free (866) 249-3354. (CA)

1994 ZX7R race bike. Fresh professional motor, APE crank, cams, Fox, 39mm flats, ZX7RR transmission, Toby damper, PM chicane, Indigo, Muzzy, Lindemann, Zlock, 836 kit, some extras, $6000 or best. (303) 733-6278. (CO)

2001 Honda RC51. Only 800 street miles! 100% stock, perfect condition, broken in easy. Moving overseas, must sell. $10,500 OBO. Arizona bike, can ship. jknott@ix.netcom.com. (AZ)

1988 RC30. Excellent condition, Dan Kyle motor, Ohlins, RC45 black wheels, AP brakes, Yosh, fresh Pilots, photos available, stunning V4. $11,000 or fair offer. epjzoom@earthlink.net. (415) 552-6751. (CA)

1997 YZF600 Race Bike. Lots of extras added, low hours, runs great, has minor scrapes to one plastic. Need to sell cheap and fast, can send pictures by mail, make offer. mgodown4@aol.com. (719) 495-9328. (CO)

1990 FZR1025 Cosworth/Carrillo engine. 178 rwhp with 41mm FCR carbs, OW01 cams and springs, Falicon crank, stage three porting. Used for five months, have receipts. More. blaisedaly@yahoo.com. (213) 447-6650. (CA)

Race bodywork for 1991 VFR wanted. Some fitting OK. Also interested in other VFR "goodies." edgenorth@msn.com. (425) 422-2119. (WA)

Honda RVF 750RR RC45. Limited edition streetbike number 33 of 50. 2000 miles, never raced. Bike has been in storage since 1996. Carbon can. Florida title. $12,500. lucy4@earthlink.net. (718) 358-9645. (NY)

1995 Ducati 916 955 kit, 3000 miles, $8500. Spare bodywork, wheels, rotors, headlight assembly, fairing stay. Call for details. Days, (516) 987-9252, eves (631) 928-4363. (NY)

Ducati 916, 996, 748 parts. Termignoni aluminum slip-ons and chip $400, CF fender $75, CF radiator cover $75, Ducati performance aluminum sprockets 38T $70, new DID gold chain $50, new rear brake lever $25, 748/916 service manual $25. Alpinestar GP Tech boots, size 9, worn once $100. (815) 578-1910. (IL)

Parting Out Sports Bikes. 1993 - 1999 Honda CBR900. 1996 – 2001 Suzukis, 750 and 600. Also parting 1997 Honda CBR600 and 1998 Kawasaki ZX9R. Have many other parts, call now. (718) 884-1737. (NY)

F3 Honda 600. Race bike, salvage title. Best of everything, steel braided lines, rearsets, Two Brothers full exhaust, supersport legal. Very fast and competitive. $2700. (321) 631-7101. (FL)

1985 Yamaha RZ500 and 1997 Aprilia RS250 street for sale. Call for details, (814) 445-9517. (PA)

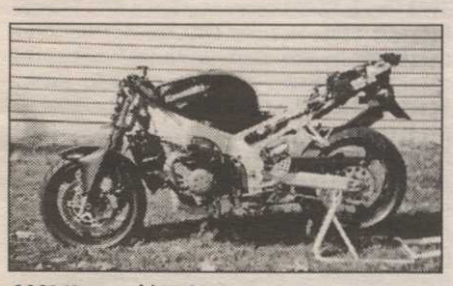
Parting Out: 2001 GSXR1000, 1989 FZR600, 1986 FZ600, 929 radiator, electrical, Two Brothers slip on, damaged bodywork. Also buy damaged sportbikes. New York City area only. (347) 865-7462. (NY)

Suzuki SV650. Race ready. Sharkskinz, Penske rear shock, Race Tech, rear stand, TyrSox, spare wheels, forks, triples, street plastic, Woodcraft, EBC, GP Tech. May deliver, North East. $6200. (716) 330-6155. (NY)

1999 Kawasaki ZX9R. Never raced, rare lightning blue, pampered, 5300 miles, powder coated wheels, eurobikes tail, blinker kit, includes jacket for $7000 OBO. E-mail for pictures and info Gofastkid@aol.com or (732) 901-1204. (NJ)

Race Ready F3 Package. Needs absolutely nothing. 1996 Honda F3 professionally raced and maintained, completely reconditioned in August 2001. Immaculate, Race Tech, Fox, GMD chassis, Goodridge, EBC HH, Woodcraft clip-ons and rearsets, Zero Gravity, Air Tech, GP Tech fairing mount, Hindle high, 520, Auto Meter tach, Storz, Daytona temp gauge, frame sliders, 2mm over. 1998 Honda F3 same as 1996 except: Sharkskinz, SPA Design tach, AMA Legal. Spares: tank, Maier, swingarm, hand and foot levers, wheels, brand new rains, sprockets, wind screens, brake calipers and cylinders. GP Tech ears, radiator, fan, misc. Too much to list. Also included: Bike stands, decent leathers, storage bins, new batteries, two battery tenders. Call for list of detail. Serious racing interest only. $9000 OBO. Rayray. (203) 498-2308. (CT)

Team Flash Lightweight FZR550 Superbike – $3,800 OBO. Reliable most winning lightweight superbike at Willow Springs. Easily best low 1:29's. Guaranteed 80 plus hp. Custom R&D radiator/oil cooling system and other parts. PM wheels, electric shifter, Keihin flatslides, APE crank, etc. Lots to list. opablo@sch.moog.com. (661) 965-5654. (CA)



2001 Kawasaki ZX9R. Cosmetic damage only, good title, low miles, 520 conversion, jet kit, new tires, no bodywork, runs great, drives great. Must sell. $5000 OBO. (502) 845-6297. (KY)

Race leathers. All fit 5'9" to 5'11" 160lbs to 180lbs. Brand new, blue/white, Fieldsheer with boots, gloves, $550. Used blue/white Syeds, $175. AGV's sold. (561) 521-0084. (FL)

1999/2000 Honda F4 Race Spares. Bodywork, exhaust, radiator, subframe, gearing, Race Tech, forks, wheels, rain practice tires, full box controls, pegs, levers, side covers, gaskets, much more, $1500. With race bike and all OEM parts, take all $8500. (561) 521-0084. (FL)

1999 Honda CBRF4. Turn key race bike used three times, full Akrapovic, Sharkskinz, Ohlins three way, fork springs and valved, damper, Pirellis. Have all like new stock red/black bodywork and parts, many spares and extras. $8750 OBO. Gofastkid@aol.com or (732) 901-1204. (NJ)

For Sale 1996 GSXR Racebike. (Racebike only, bill of sale, no title). About 8000 miles, good condition plus extra parts. $3500/best offer. itzklove@hotmail.com. (609) 394-2433. (NJ)

Ford Powerstroke Chip. (75hp/160ftlb Dynosources brand) and power rear sliding window. Both used in perfect condition $300 and $150 respectively. g_abbott@msn.com. (713) 545-5411. (TX)

1995 Honda F3 Show Bike. Never raced. Original owner. PM wheels, all chromed, polished custom paint, Yosh exhaust, Dynojet, DID, 520, gold chain, recessed projection beams. Must see, perfect condition, only 4000 miles. Includes two AGV helmets, matching jacket, gloves, rain suit and tank bag, spare tail section, passenger pegs. All only, $7500. (561) 521-0084. (FL)

1999 Honda F4 OEM parts, removed for racing bodywork, gauge, mirrors, lights, signals, controls, fairing bracket, seat shock, pegs, side stand, all street parts in perfect condition, $1900. With race bike and race spares take all for $8500. (561) 521-0084. (FL)

1999 Honda F4. Race or street, professional setup and maintained, very fast HRC box, cams, stator, Penske, Traxxion, GMS setup guaranteed straight, Hindle, Pirellis, Vortex, GP Tech, needs nothing, all OEM parts, huge race spares available. $6900 bike only, take all $8500. (561) 521-0084. (FL)

Aimsports Drack EV3. New, unused, complete with gyro, $750. Used leathers - Vanson and Syed 5'11", 180lbs. Greg. g_abbott@msn.com. (713) 545-5411. (TX)

2001 Suzuki GSXR600. Proven winner, fully race prepped with top shelf components, never crashed with low hours. Over $15,000 invested at retail, $9200. Greg. g_abbott@msn.com. (713) 545-5411. (TX)

2000 TZ250 PJ1/Team Turfrey. Well maintained. Brian Turfrey built engine. Spares include rebuilt crank, cylinders, bodywork, sprockets and various consumable spares. Ohlins forks and Brembo brakes available separately. $15,500 OBO. racer_84@yahoo.com. (408) 765-8701. (CA)

2000 GSXR750. M4, Vortex, CFM, Woodcraft, BMC, PC2, Pirelli, EBC HH, Nisan after market front master cylinder, Fastline, EK X-ring 520. And more, plus parts. Will trade dirt bike. $7500. Fbgxsr@juno.com. (315) 372-6404. (315) 475-2208. (NY)

1989 FZR400 Race Bike. 1999 CCS Florida champ, clean title, tons of spares, engine not running, will part out. HaysJKelly@aol.com. (786) 236-3482. (FL)

1999 ZX9R. Ohlins shock, Leo Vinci titanium, CFM rearsets, top mount damper, Michelins, 520 kit, green and purple, also track bodywork, 12,500 miles. Clean bike. $7200. drewly@earthlink.net. (707) 541-7078. (CA)

Endurance Karting. Arrive and Drive. No experience necessary. 270cc karts. Everything provided. Only $295 - $325 driver. Schedule: North Carolina, Lowe's Motor Speedway: Five hour November 18th. Florida, Jacksonville: December 15th. West Palm Beach, December 8th and December 9th. Professional racing school offered at all events. E-mail: EnduranceKarting@mediaone.net. www.EnduranceKarting.com. Call (978) 969-1911. (MA)

1995 900RR Superbike 945. RES, 145hp motor, Carillo flatslides, Erion head and cams, etc., Race Tech, Ohlins, PM wheels, D&D. Many race spares, $5900. E-mail: teambearsouth@yahoo.com. (817) 337-0421. (TX)

1994 CBR600 Race ready! Race Tech forks, Fox shock, Two Brothers exhaust, Sharkskinz and extra set, tanks, new clutch, fork seals, battery. Bitchen deal at $2500. mig029@home.com. (810) 285-1120. (MI)

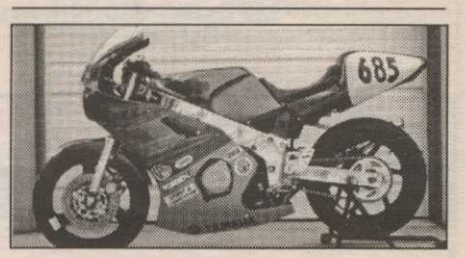
1-1/2 FZR-400s. Everything you need to start racing. Work rear shock and a FZR600 front end! Also it comes with tons of spares. Bring a truck $2300 OBO. rodney.klebsch@globalcrossing.com. (262) 502-9252. (WI)

2000 SV650 Suzuki. All street and race parts. Micron high oval race exhaust, Fox shock, RaceTech Gold valves and competition springs, Woodcraft rearsets and clipons, Barkers frame savers, shop manual, full set Sharkskinz, Daytona tach, Goodridge steel braided lines, Tyr Sox. Various other spares. $6000. With new fuel tank, $250 extra. Also have 2001 SV650S, 800 miles, $6000. (218) 631-1157. (MN)

1994 Yamaha TZ250. Ohlins shock and damper, PM wheels, Speed tune, spare PM wheels with new rains, two body sets, tons of spares, $6500. Also 1992 TZ250 frame/swingarm, tank. smokingtz@aol.com. (203) 435-7453. (CT)

Suzuki Specialty Tools. GSXR, TL, SV, Hayabusa steering head, $85. Swingarm locknut, $50. Engine mount locknut, $45. Set, $170, plus free shipping. Lifetime warranty, COD, available. www.komotodraggin.com. (719) 290-2032. (CO)

1993 Yamaha TZ250. Wheels with rains, two cylinders, two heads, three sets of bodywork, jetting, internal and external gearing, stands, manuals, tons of other spares. Call for more information, $5600 OBO. (616) 649-2491. (MI)



1988 FZR400. F2 rear wheel, 520, new Sharkskinz, Pilots, Vortex clip-ons, NRC case guards, Daytona damper, Yoshimura, Factory, Race Tech, Barnett, EBC, SS lines, fully polished, custom street stuff, spares, $4000 for everything, will negotiate. Jld6667@ksu.edu. (785) 537-7801 or (785) 313-6600. (KS)

1993 RS125. Great condition. One race on new trued crank by MCE and new top end, and pipe. Good spares including new cylinder and rain tires. $2500 with cylinder, $2000 without cylinder. conleyjd@earthlink.net. (828) 524-3117. (NC)

1986 SRX600. Welded crank, undercut tranny, Arias piston, web cam, cr special carbs, one race on motor, $2500. Fieldsheer leathers 42/52, $100. Call Jeff Snell. Weekdays, (510) 749-6890. Evenings, (510) 865-6671. (CA)

continued on page 98

2080 McMillan Street, Auburn, AL 36832 Visit us at www.Langcourt.com

CYLINDERS REPAIRED AND PLATED WITHOUT SLEEVING

5 DAY TURNAROUND

LANGCOURT
ADVANCED CYLINDER TECHNOLOGY

5 DAY TURNAROUND

THE WORLD'S BEST CYLINDER TREATMENTS SINCE 1984

Phone: 334 887 9633 E-mail: Langcourt@msn.com Fax: 334 887 9474

PRO TWINS

Street & Race Fiberglass
Carbon Fiber Bodywork
Marchesini Wheels In Stock

www.protwinsusa.com
561 223 0213

frenotec

Kevlar and Stainless
NEW! Red Kevlar Brakelines
In Stock!

www.frenotec.com
phone: 904-260-6573
U.S. Importer

FREN TUBO
ITALY

MD RACING
Authorized Dynojet Power Commander II Tuning Center

Serdi Valve Jobs Our Specialty
Quick Turnaround, UPS Daily, Special Dealer Pricing

For Best Prices Call 1-888 526-3250

Factory Supplier For: Royal Purple Lubricants, Ferodo Brakes, Penske Shocks, Hindle Exhausts

Check Us Out On The Web: www.mdracingstp.com
MD Racing, 310 10th Ave. P.O. Box 366, Orion, IL 61273

HB Leather

Daytona boots
Held Gloves
Kushitani
Dainese • IXS

We are a full-service Vanson dealer, and will make your custom road race suit.
We offer unsurpassed customer service, and cater to serious riders of both genders.

HB Leather • 4228 Main St., Manayunk, Philadelphia, PA 19127
(215) 509-7713 • www.herbtrlthr.com

SHOULDN'T YOUR MOTHER KNOW WHAT YOU ARE DOING?
Keep her up to speed with a gift subscription to Roadracing World.
Call Subscription Hotline (800) 464-8336.

Want Ads

continued from page 97

115 Horsepower R6: A performance package is now available for the Yamaha R6 that produces 15hp at the rear wheel. Call or e-mail Dano's Performance for the details. Danosperf@cs.com. (562) 692-9888. (CA)

2000 Honda RS250R. Bought new January 2001. Clean and fast, only ridden three times. Complete spares kit, English manual. Bike was professionally disassembled and prepped. Call Eric $11,500. eric.stephens@vw.com. (810) 245-0484. (MI)

1997 GSXR750. Red/Black. Yosh RS3. Jet kit, K&N filter, EBC 3H pads, Kevlar brake lines, Storz damper, frame sliders, D207ZRs. Well cared for. Good condition. 12100 miles. E-mail for pictures. $5200 OBO. dwtox@eden.rutgers.edu. (908) 541-1264. (NJ)

1988 Hawk. GLRRA winner. Marchesini, EBC, Nissen, Race Tech, Keihin, Supertrap, D&D, Fox, Barnett, ported milled heads, balanced crank, Airtech, Daytona damper, aluminum subframe, RR seats, motor by Hord. Kraftbmw@home.com. (586) 781-9809. (MI)

Project Bikes. All clean and straight, no bodywork, great race bikes. 2001 R6, $4200. 2001 R1, $5500. Parting 2001 R6. 2000 R6 Championship winning race bike. All the goodies, $6000. (330) 782-4427. (OH)

Race Transporter. 1987 International Cab-over. 1979 Dorsey 45' low-boy trailer. New Jake brake, tires and batteries. Air-conditioned lounge, rear lift gate. Full length canopy with checkerboard Kiwi tile flooring. E-mail Joe Gill at ziptieracing@aol.com. Or call (913) 385-5574. (KS)

Yamaha's Race prepped and maintained by 4 & 6 Racing. Two 2000 R6's FUSA. Two 2001 R6's AMA. Two 2000 R1's FUSA. Spares for all bikes. E-mail Joe Gill at ziptieracing@aol.com or call (913) 385-5574. (KS)

1990 Yamaha FZR400. Very clean, Hindle stainless, Progressive, Barnett, Race Tech, 600 brakes, $1900 OBO. (864) 901-0358. (SC)

Wanted: Used roadrace leathers, scuffing OK. Chicago area only. "Boomer." (708) 447-3507. (IL)

For Sale: Yamaha R6, dropped. Perfect for racing. Plastic damage, can ship. $3600. Call Jeff, (708) 339-2330. (IL)

Honda RC51. Needs some work, good for race bike, EZ-fixer, great winter project. Shipping available, $4500 OBO. (708) 339-2330. (IL)

Wanted: 1998 GSXR600 plastic. Blue and white only! Looking for 1998 600 only. Must be that year and color. Must be mint. (513) 231-1978. (OH)

1999 Suzuki SV650. GMD, M4, Penske, Sharkskinz, fresh motor. Won all Florida regional championships, 4th at Daytona. Enough said, $5500. Andy, day (954) 772-0300, eve (954) 427-5048. (FL)

Yamaha TZ250. Motor built and maintained by Steve Biganski. Updated chassis geometry, Ohlins rear shock, Marchesini wheels, Brembo GP brake systems, large spares package. $7000. Larryroberts99@aol.com. (760) 822-6457. (CA)

1997 TZ250. Three to choose from. All with Ramair, YEC and Spot FRP. All with spares, cylinders, crank, gearbox, gearing and more. $7800 each, negotiable. Snarlsport.com. (415) 666-0130. (CA)

1994 and 1995 TZ250 with 1996 upgrades. Both bikes with big spares kits including cylinder, crank, gearing and more $4800, $5500. 1996 Honda RS250 with tons of spares, $6500 negotiable. Snarlsport.com. (415) 666-0130. (CA)

1998 ZX9R Parts Motor for sale. Piston cracked hole in lower block. Head is still in excellent shape. Crank and transmission good also. Ports are clean. Call anytime. reemo69@hotmail.com. (678) 429-1917. (GA)

Ducati 916. Only 2100 miles, never registered, brand new condition, braided lines, Ohlins shock, FIM chip, 207s reworked exhaust, must sell. $12,500 or best offer. Jim JDB4802@AOL.COM. (203) 466-4460. (CT)

Honda Hawk. F2 front end, VFR rear wheel, Fox shock, new chain and sprockets, CFM rearsets, custom Two Brothers exhaust, F3 radiator, Daytona Tach, temp, steering stabilizer, Graves faring bracket, 916 upper, aluminum rear sub frame and battery box. $2900 OBO. Jim JDB480@AOL.COM, (203) 466-4460. (CT)

Honda 600 Superbike. Professionally built race machine with best of everything. GSXR front end, Performance Machine, Marvic, Falicon, Carillo, Yosh titanium pipe, Sharkskinz. Prices to sell. (301) 540-9171. (MD)

2000 Yamaha R1. Blue, 2300 miles. All stock parts, showroom condition, also new fairings, tank, spares. (831) 883-4644. (CA)

1999 Honda RS250R. Ridden five times, never raced, excellent condition, full spares, $8500. (650) 279-8741. (CA)

1959 AJS7R. Excellent original condition, $25,000. 1962 George Beale G50, like new, $25,000. (650) 279-8741. (CA)

1998 Honda RS125. Used only one season, stock except gold valves, $6000 with spares and GMD data. ag@cfdrc.com. (256) 726-4926. (AL)

1993 Yamaha TZ250. Fresh crank and chassis, good bodywork, reeds, electronics, great engine, very fast. Tons of spares, new mounted tires. Needs top-end. A steal at $4500 OBO. stronso@hotmail.com. (303) 449-0491. (CO)

PowerRide is the exclusive US distributor of Miline european leathers. Now you can have the look of a World Superbike GP star. European sizing, Repsol Honda, Marlboro Yamaha, Chesterfield Racing, Lucky Strike Racing, Telefonica Movistar. $394.99 plus $6 shipping. www.powerride-motorsports.com. Ask for Steve, (313) 278-5000. (MI)

Yard Sale. 2001 GSXR1000, race ready, 160hp, $7500. 2001 PW50, brand new, $900. 1998 YZ400, great shape, $3500. Haulmark 6x10 trailer, barn doors, aluminum ramp, spare tire, $2000. mcgrathlumber@cs.com. Days (603) 249-9294, nights (603) 672-5505. (NH)

OW01 Yamaha FZRR. Very unique, showroom condition. Slide carbs, Marvic wheels, full Factory race kit, rare AP Racing, metal Matrix, GP calipers. Street legal, Yosh, TI carbs, pipes, all OEM parts included. Collectors bike. $25,000. (831) 883-4644. (CA)

Roadracing World.
Honest Journalism, Not Mindless Cheerleading.

Call Subscription Hotline
(800) 464-8336

WEB SITES

Web Site Addresses are listed as a courtesy to display advertisers. Racers and race teams may list their web site addresses for $10 per listing, per month. For more information, call (909) 245-6411 or FAX (909) 245-6417.

RACERS

John Donnelly.....www.13x.com/aod
Sam Fleming.....www.13x.com/aod
Shawn Higbee.....www.higbee-racing.com
John Hopkins.....www.teamhammer.com
Vicky Jackson-Bell.....www.vjbracing.com
Grant Lopez.....www.teamhammer.com
Ben Spies.....www.teamhammer.com
Chris Ulrich.....www.13x.com/kds
Jim Williams.....www.13x.com/aod
Vic World.....www.worldmotorcycles.com

RACING TEAMS

Aramel Racing.....www.aramel.com
Army Of Darkness Racing.....www.13x.com/aod
Dormier Racing.....www.dormier.com
Kids: Don't Smoke! Racing.....www.13x.com/kds
Mitchell Motorsports .....www.maa-imcs.com
Team Valvoline EMGO Suzuki.....www.teamhammer.com

RACING ORGANIZATIONS

AFM.....www.afmracing.org
AHRMA.....www.ahrma.org
CCS.....ccsracing.com
CMRA.....www.cmraracing.com
CRA.....www.cra-mn.org
F-USA.....www.formulausa.com
Flag Services Nat'l Cornerworkers.....flagsvs@aol.com
HRRA.....www.hrra.net
MARRC.....http://marrc.nova.org
MRA.....www.mra-racing.org
NESBA.....www.nesba.com
RPM.....www.rpmraceclub.com
WERA.....www.wera.com
WMRRA.....wmrra.com
WSMC.....www.race-wsmc.com

Racing Schools

Advantage Racing School.....www.xr100.com
American Supercamp.....www.americansupercamp.com
American Track Time.....www. americantracktime.com
California Superbike School.....www.superbikeschool.com
Ed Bargy Racing School.....www.mindspring.com/~ebrs/
dP Safety School.....www.dpsafetyschool.com
Fastrack Riders School.....www.fastrackriders.com
Fastrax Racing School.....www.fastone.com
Freddie Spencer's Riding School.....www.fastfreddie.com
Go 4 It Racing Schools.....www.go4itservices.com
MARRC Roadracing Schools.....http://marrc.nova.org
MRA Riders School.....www.mra-racing.org
NESBA.....www.nesba.com
Learning Curves Roadrace School.....www.learningcurves.com
Penguin Roadracing School.....www.penguinracing.com
Southwest Sportbike School .....swsportbike.com
STAR Motorcycle School.....www.starmotorcycle.com
Team Hammer School.....www.teamhammer.com
Team Pro-Motion.....www.teampromotion.com

MOTORCYCLE DISTRIBUTORS

American Honda Motor Co.....www.hondamotorcycle.com
American Suzuki Motor Corp.....www.suzuki.com
Ducati North America.....www.ducatiusa.com
Harley-Davidson Motor Co.....www.harley-davidson.com
Kawasaki Motor Corp.....www.kawasaki.com
Yamaha Motor Corp.....www.yamaha-motor.com

PARTS, SERVICES, ACCESSORIES

Ace Insurance Services.....www.aceinsuranceservices.com
Action Stations .....www.actionstation.com
Advanced Motorsports.....www.advancedmotorsports.com
AGV Sports Group.....advsportsgroup.com
Aim Sportsystems.....www.aimsports.com
AIM/Speedtune.....www.aimracingproducts.com
Air-Tech.....www.motorcyclebodywork.com
ALLREDY Canopies.....www.buy-tent.com
American Kowa Seiki .....www.kowatools.com
AMB it.....www.amb-us.com
Amol Motorcycles.....www.amolmotorcycles.com
APE.....www.aperaceparts.com
Arai Helmets.....www.araiamericas.com
Attack Performance.....www.attackperformance.com
Bare Bones Machine.....www.barebones.net
Barnett.....www.barnettclutches.com
Black & Gray.....www.blackandgray.com
Cheetah Racing Bodies.....www.cheetahracingbodies.com
Chickenhawk.....www.chickenhawkracing.com
Cool Running.....www.coolrunningracegear.com
dBcom.....www.digitaltiming.com
Delta Rollers .....www.deltafinishing.com
Dynojet.....www.dynojet.com
EBC Brakes.....www.ebc-brakes.com
EK Chain.....ekchain.com
Engine Dynamics Co.....www.enginedynamics.com
Erico Motorsports.....www.ericomotorsports.com
Erion Racing.....www.erionracing.com
Erospace.....www.eti-fuelcel.com
Essex Parts Services, Inc.....essexparts.com
Evans Cooling Systems.....www.evanscooling.com
Factory Racing Service.....www.factoryracing.com
Falicon.....faliconcranks.com
Fastdates.....fastdates.com
Fast By Ferracci.....www.ferracci.com
Ferodo Brake Tech.....www.ferodobraketech.com
Frenotec.....www.frenotec.com
Galfer Brakes.....www.silcom.com/~galfer
Goshift.com.....www.goshift.com
GP Star/Miyuki Racing.....www.gpstar.net
Graves Motorsports.....www.gravesport.com
Hardcore Racing.....www.hardracing.com
HB Leather.....www.herbtrlthr.com
Helimot.....www.helimot.com
Hi-Side Racing.....www.hi-sideracing.com
Hiscott Composites.....www.cheetahracingbodies.com
Holeshot.....www.holeshot.com
Holliday Canopies.....www.hollidaycanopies.com
Impact Video.....www.videoxsports.com
Indigo Sports.....www.indigosports.com
Italjet.....www.italjetusa.com
JC Motors .....www.jcmotors.com
KLS Motorsports.....www.kls.de
Kosman.....www.kosmanracing.com
J. Lindo Leatherwear.....www.jlindoleatherwear.com
Jardine Performance.....www.jardineproducts.com
Lockhart-Phillips USA.....www.lockhartphillipsusa.com
Lyndall Racing Brakes.....www.lyndallracingbrakes.com
Maier Manufacturing USA.....www.maier-mfg.com
Marietta Motorsports www.1888fastlap.com
Max Moto.....www.carbotex.com
M4 Performance Exhausts.....www.m4exhaust.com
MC Wheel.....www.mcwheel.com
MCE Racing .....www.mce-racing.com
MD Racing.....www.mdracing.stp.com
Metzeler Tires.....www.metzeler.com
Micron Performance Exhausts...www.micron-exhaust.com
Michelin Tires .....www.Michelin.com/moto
Morgan Designs.....www.morgandesigns.com
Moto Connection.....www.motoconnection.com
Moto Cool Stuff.....www.motocoolstuff.com
Moto Liberty.....www.motolibertyu.com
Moto Race.....www.motorace.com
Moto Sports.....www.imotosports.com
Motul .....www.motul.com
Multitech Bodyworks.....www.mtech-body.com
N. Florida Motorsports Park....www.northfloridamotorsportspark.com
Nuts & Bolts Interactive.....www.nbinteractive.com
Parts 411..... parts411.com
Penske Racing Shocks .....www.penskeshocks.com
Performance Machine.....www.performance-machine.com
Pilot USA.....www.pilotusa.com
Pirelli Tires.....www.pirelli-moto.com
Pit Bull.....www.pit-bull.com
Plexus.....www.PlexusPlasticCleaner.com
Pro-Flo.....www.pro-flo.com
R-Cal Racing.....www.r-calracing.com
Roadracing World.....www.roadracingworld.com
Rocketdog Racing.....www.rocketdogracing.com
Sharkskinz Bodywork.....www.sharkskinz.com
Shoei Helmets.....www.shoei-helmets.com
Skorpion Enterprises.....www.skorpionracing.com
Sport Tire Services .....www.sporttire.com
Sprocket Specialists.....www.motorcyclesprockets.com
Storz.....www.storzperf.com
Street & Competition.....www.street-n-comp.com
Super Moto International.....www.supermoto.com
Syed Leathers.....www.syedleathers.com
Team Calamari Racing.....www.teamcalamari.com
TeamLine.....www.teamline.com
Technology Marketing.....www.powermitebattery.com
Techtronics.....www.techtronics.co.uk
Teknic.....www.teknicgear.com
TCM Motorsports Products.....www.tcmproducts.com
Tiger Angel.....www.tigerangel.com
Titanium Performance.....www.revibo.com
Traxxion Dynamics.....www.traxxion.com
Two Brothers Racing.....www.twobros.com
TyrSox.....www.tyrsox.com
U.S. Kushitani.....http://kushitani.com
Vesrah.....www.vesrah.com
Vortex Sprockets.....www.vortexracing.com
Washington Cycle Works.www.washingtoncycleworks.com
White Brothers.....www.whitebros.com
Williamsville Competition.....www.techtronics.co.uk
Wiseco .....www.wiseco.com
WK Cyclesports.....www.wkcyclesports.com
Woodcraft.....www.woodcraft-cft.com
World Sports Imports.....www.worldsportsimports.com
Yoshimura .....www.yoshimura-rd.com
Yoyodyne.....www.yoyodyneti.com
Zero Gravity .....www.zerogravity-racing.com
Z Leathers .....www.zcustom.com

RACE TRACKS

Arroyo Seco Motorplex.....www.Whowon.com
Laguna Seca Raceway.....www.laguna-seca.com
Mid-Ohio.....www.midohio.com
Road America.....www.roadamerica.com
Willow Springs.....www.willowspringsraceway.com
Mid-Ohio.....www.midohio.com

ADVERTISERS INDEX

ACE Insurance (800)887-9869.....P&S
Action Stations (530) 898-9269.....62
Advanced Motor Sports (817) 572-3109.....45
Advantage Racing School (408) 374-4298.....65
AGV Sports Group (301) 663-4550.....P&S
AIM Racing (888) 323-5100.....66
Aim Sportsystems (800) 718-9090.....19
Air-Tech (760) 598-3366.....77, P&S
Allredy Canopies (800) BUY-TENT.....P&S
American Suzuki.....52-53
American Kowa Seiki (800) 824-9655.....62, P&S
AMOL Motorcycles.....P&S
APE (818) 842-4952.....74
Armour Bodies (877) 944-8244.....84
Asphalt & Gas (510) 451-3044 .....P&S
Attack Performance (562) 903-7757.....39
Azione Moto (954) 524-5272.....65, 88
Bare Bones Machine (719) 687-0431.....65
Barker's Bars (810) 658-0052.....88
Barnett (805) 642-9435.....P&S
Baxley Trailer (334) 794-2393.....66
Beasley Fiberglass/Bodywork (440) 357-6644.....63
Bell's Suzuki (859) 299-3521.....45
Black & Gray (800) 724-2193.....93
Blackmans Cycle (610) 965-9865.....64
Blaze Cycle Worx (770) 932-8582.....65
Body Double Bodywork (905) 692-4201.....88
California Race Services (949) 548-1585.....65
California Superbike School (818) 246-0717.....P&S
Chicken Hawk Racing (866) HOT-TIRE.....68
Circuit One (503) 722-8475.....78
Cool Running.....69
Dano's Performance (562) 692-9888.....P&S
dB Com (925) 454-5347.....59
dp Safety Schools (805) 772-8301.....P&S
Ducati.....9
EBC Brakes.....91
EK Chain (908) 526-9206.....P&S
Engine Dynamics Co. (EDCO) (707) 763-7519.....88
Engineered Racing Products (661) 250-9762.....P&S
Erico Motorsports (888) 875-8960.....87
Eros Pace (561) 388-0966 68
Essex Parts Services (770) 889-4096.....81
European Motorcycle Access. (925) 454-0649.....88, P&S
Evans Cooling (888) 990-COOL.....80
Factory Racing Service (310) 320-1584.....P&S
Falicon (727) 797-2468.....102
Fastrack Riders (661) 256-8660.....P&S
Fast By Ferracci (215) 657-1276.....82
Ferodo Brakes (805) 376-9565.....75
Fox Shox (408) 269-9201.....45
Frame Straight Systems (800) 846-1306.....P&S
Freddie Spencer's Products (702) 591-8915.....57
Frenotec (904) 260-6573.....93, 98, 102
Galfer Brakes (805) 967-2726.....P&S
Gianatsis Design.....P&S
GP Star/Miyuki Imports (818) 753-8700.....76
GP Tech, llc. (561) 988-7390.....67
G.M.D. Computrack (404) 297-8464.....7
Graves Motorsports (818) 902-1942.....27
Handy Industries (800) 247-7594.....31
Hardcore Racing (704) 451-0874.....79
HB Leather (215) 509-7713.....98
Helimot (408) 298-9608.....89
Hindle Exhaust 80
Hi-Side Racing (602) 818-6953.....78
Holeshot Performance (831) 761-2808.....P&S
Holliday Canopies (800) 788-3969.....P&S
Hollywood Motorcycles.....P&S
HyperCycle (818) 988-8860.....P&S
Impressions Powder Coating (270) 312-3368.....P&S
Indigo Sports 12
J. Lindo Leatherwear (408) 626-8626.....92
JC Motors (714) 557-2558.....P&S
K & N Air Filters (800) 357-7422.....63
Knox Backprotectors (616) 866-3722.....43
Kosman.....102
Langcourt (334) 887-9633.....98
Learning Curves Racing School (414) 327-0140.....92
Lindemann Enterprises/Suspension (408) 371-6151.....P&S
LK Performance (909) 883-8211.....58
Lyndall Racing Brakes (800) 400-9490.....58
M4 Products (972) 481-9300.....89
Maier Mfg. (530) 272-9036.....91
Marietta Motorsports (888) 327-8527.....19
Max Moto (415) 409-6800.....82
MB Racing.....102
MCE Racing (760) 599-1061.....P&S
MC Wheel (888) MCWHEEL.....P&S
MD Racing (309) 526-3246.....98
Michelin.....13
Micron (888) 963-1212.....81
Mike Rich Motorsports (866) 676-7767.....92
Morgan Design 44-0115-944-4848.....P&S
Morgan Racing (508) 867-6295.....P&S
Moto Connection (305) 687-6686.....58
Moto Cool Stuff (817) 917-2790.....58
Moto Heaven (877) 416-0969.....76
Moto Liberty (800) 214-RACE.....74
Moto Nation.....87
Moto Sports.....P&S
Mototek Imports (512) 218-4466.....P&S
Motul Lubricants (909) 625-1292.....90
MTA/Bridgestone Tires (800) 288-4682.....58
Multitech Bodyworks (512) 924-3747.....83
Myler's Radiator (800) 367-7699.....P&S
Nutec (310) 641-8015.....102
Penguin Racing School (508) 339-4673.....84
Penske Shocks (610) 375-6180.....90
Performance Fasteners (800)880-5550.....99
Performance Machine (714) 523-3000.....79
Pit Bull Stands (256) 533-1977.....48
Plexus (800) 405-6495.....P&S
Pro-Flo (760)961-9158.....P&S
Pro Twins USA.....92, 98
R-Cal (714) 848-6797.....73
Race Bodies (877) 698-8948.....78
Racer Direct (888) 265-2141.....48
Racer's Dream (702) 228-9555.....P&S
Racer's Edge Performance (702) 257-3808.....80
Raceway Cycle (732) 262-2808.....P&S
Racing Engine Service(817) 783-6699.....71
Reaperwear (888) 401-7070.....P&S
Revolution Superbike (303) 474-5214.....81
Rick Schell's Sport Cycles (775) 345-7220.....P&S
Right On Track (305) 342-6853.....P&S
Rocket Dog Racing (401) 751-1243.....P&S
Rohm Performance Machine (530) 674-9123.....59
RS Taichi (310) 542-4974.....71
Samanna Systems (888) 638-7667.....82
Sharkskinz (561) 388-9621.....57
Shoei Helmets (909) 520-0500.....P&S
Sidi Boots (Motonation) (877) 789-4940.....87
Skorpion (800) 764-6789.....57
Spears Enterprises (408) 879-0724.....67
Spiegler Brakes (937) 291-1735.....83
Sport Tire Services/Dunlop (800) 776-8473 or (800) 772-TIRE.....29
Sprocket Specialists (530) 533-0802.....84
Street & Competition (800) 326-5487.....15
Storz Performance (805) 641-9540.....76
Superbike Mike (954) 484-6969.....47
Super Moto Int'l (631) 584-4347.....43
Swede Tech (916) 349-0432.....P&S
Syed Leathers (800) 486-6635.....P&S
TAW Vehicle Concepts (303) 984-9999.....77
Team Calamari (831) 484-1921.....P&S
Techtronics.....P&S
TCM Precision Machining (707) 541-7251.....91
Tiger Angel.....39
Titanium Performance (858) 909-0713.....90
Tonkin's Motocorsa (800) 824-7061.....84
Top Gear (888) 893-9324.....92
Trackside Racers Supply (828) 235-8400.....89
Traxxion Dynamics (770) 592-3823.....74
Two Brothers Racing (714) 550-6070.....73
Tyr Sox (425) 823-8649.....64
US Kushitani (800) 741-1725.....69
Vortex Products (800) 440-3559.....47
Walt Schaefer Michelin Tires (256) 538-5906.....62
Wiseco Pistons (440) 951-6600.....P&S
Woodcraft (508) 339-5772.....21
Works Stand (815) 455-6800.....68
WP Suspension.....43
Willow Springs Motorcycle Club (WSMC) (661) 256-1234.....11
X-Factor Video (949) 206-0654.....P&S
Yamaha Motors.....25, 41, 61
Yoshimura R&D (909) 628-4722.....23
Yoyodyne Titanium (908) 687-0261.....47
Z Leathers (714) 890-5721.....66
Zlock Racing (253) 537-3775.....92

The Ad Index is provided as a reader service. Ad Index listings are not part of advertising contracts and the publisher makes no guarantee of accuracy.

PERFORMANCE FASTENERS

Stainless Steel Fastener Kits
Allen Head Bolts, Lock Nuts, Lock Washers & Flat Washers, 4mm to 10mm.

We have sizes to fit everything from float bowls to engine cases.
Call for size and price list.
Ask about our custom kit service.
www.performancefasteners.com

Garage Kit 125 pc $49.95
Shop Kit 250 pc $69.95

1-800-889-5550

Bringing The Track To The Street

By David Swarts

The new Metzeler Sportec M-1 street tire is derived from the highly-successful Metzeler Rennsport, a Supersport racing tire, and is engineered to suit riding conditions in the U.S.

That's the short version of what Metzeler reps said during a press intro for the new tire, held October 9-10 in California. Of course, they also heralded the new Sportec as being "the most major new street/sport tire development in years," and pointed out that this event was the first tire intro held in North America by the 130-year-old German firm. The decision to hold the event in the U.S. was made easier by the fact that Metzeler/Pirelli tire sales in North America have more than doubled in each of the last two years, increasing 121% in 2000 and 100% Year To Date in 2001.

Presentations were given by Mark Wilhelm, the new Metzeler/Pirelli Country Manager for North America (he replaces Andreas Bronnen, who has taken a job in Germany with a Formula 1 marketing company, and has an undergraduate degree in Mechanical Engineering as well as an MBA); Norbert Allgaeuer, a Junior Product Manager for Metzeler based in Munich, (who holds engineering and economics degrees); and former road racer and endurance team owner Ronnie Bowen, an engineer who has spent time as Senior Product Manager for Dunlop and as Manager of Vehicle Dynamics for Bridgestone and who is currently the Senior Product Manager for Metzeler/Pirelli with Parts Unlimited, the exclusive U.S. wholesale distributor for the brands.

All three Metzeler representatives stressed that the Sportec M-1 features versatility, technology and performance. The way they tell it, the Sportec M-1 is a Street Sport/Track Day tire. The inference is that the M-1 is as at home being ridden on the street as it is on the racetrack for a track day, no matter what the road and weather conditions.

The new tire replaces the MEZ3 and MEZ3 Racing High Performance Radials, bridging the gap between the company's MEZ4 and ME 330/550 Sport Touring tires and the Rennsport Supersport/Racing tire. Allgaeuer said that the Sportec M-1 provides more mileage than the MEZ3 and more grip at lower temperatures than the Rennsport, in standardized tests.

The Sportec M-1 is built using Metzeler's new, second-generation 0-degree steel belt. To build the belt, High Elongation-High Tension (HEHT) steel strands measuring 0.2 mm in diameter are braided into groups of three. These triple-strands are then braided with two other triple-strands to create what appears to be a single steel cord. Each braided cord is specially coated to prevent rust and increase adhesion to rubber—a feature that Firestone's recalled Wilderness AT car tires did not have, according to Bowen.

The coated and braided cords are then grouped with one or two other coated and braided cords and are then extrusion-coated with a special rubber compound to form a bandina. Dual-cord bandinas are used in the front Sportec tires while triple-cord bandinas are used in the rear Sportec M-1s. The bandinas are said to provide a secure and accurate winding of the steel belt. And according to the Metzeler men, the winding of those steel belts means just about everything for performance.

A steel-belted tire has advantages over tires with textile mesh construction, the Metzeler reps said, because steel is more flexible than mesh. Steel belting, together with Metzeler's construction methods, allows the tire to be more flexible with more damping properties while it resists expansion and maintains a more consistent shape. But steel's best property is its ability to conduct heat. Steel belting allows tires to heat up more quickly and distribute that heat more evenly, and also allows excessive heat to be dissipated quickly and evenly, avoiding problems with blistering or chunking.

Key in the Sportec M-1's construction is the spacing of the bandinas, a process called Metzeler Advanced Winding (MAW). Looking at a cross-section of a piece of tire, the bandinas are specifically spaced across the profile of the tire to reduce strain and unsprung weight, while increasing stability with a balance of flexibility and rigidity in the right areas.

Another new feature handed down directly from the Rennsport is the multiple-radius tire profile. The Metzeler MEZ3 featured a single-radius contour, and some critics said that the tire, while stable, was heavy to steer. The new Sportec M-1 fronts, like the Rennsports, feature two distinct radii while the rear tire has three radii.

The first radius used in the Sportec front tire is relatively sharp, designed to deliver low-effort steering. The second and larger radius used in the Sportec front is more gradual, providing a larger contact patch at full lean. Steel belt cords are spaced more closely in the second radius to provide the rigidity needed for hard cornering forces.

At the rear, the first radius is again sharp with wide belt-cord spacing for light steering and flexibility for maximum damping properties. The second rear radius, like the front, is larger with closely-spaced bandinas for a larger contact area, maximum grip and strength. The third radius on the rear Sportec tightens up, and the steel belt-cords are again widely spaced. The third radius is said to provide more feedback, and therefore more controllability, at the limits of traction at high lean angles.

The carcass of the front Sportec is made using PEN (Polyethylene Naphtalate) fiber, a very strong, very lightweight fiber developed in the U.S. by Allied Signal. Rear Sportec M-1s in the 180-size have a carcass made from Rayon while 190-size rears contain Nylon-based carcasses. All three carcasses are "speed dimension-dependent" with smaller front tires generally producing less heat than larger rears, and bikes that require 190-size rear tires normally producing more horsepower than bikes with 180-size rear tires.

The Metzeler Sportec's final layer of rubber is a tread compound developed for the Rennsport but enhanced to provide more grip at lower temperatures, (at the expense of high levels of grip at extreme temperatures), and a tire life expectancy of 5000 miles. Press kits handed out by the Metzeler reps said that this was possible thanks to a "new carbon black with 'high-tech structure' in connection with state-of-the-art Silica-Silan matrix".

The Sportec M-1 tires features a computer-aided tread pattern designed to deliver wet-weather traction, more grip at low temperatures than Rennsport racing tires, better mileage than the MEZ3, and high levels of grip on the racetrack.

The real question is, how can a longer-life street tire gain more grip at lower temperatures than the Rennsport, one of the quickest tires to reach racing temperature?

We posed that question to Allgaeuer, a native German-speaker whose English is far better than my German. "It's a question of compound," said the former mountain bike racer. "We use a special compound. This compound develops more grip with low temperature.

"More grip means of course less mileage but not directly linked. Compound can be more grippy without losing mileage. It's a chemical adhesion problem also, not only mechanical adhesion by being softer. A compound can be stickier without being more abrasive. It can stick to the pavement but not leave tire material. Soft but more stable, not losing more material. More sticky, more soft on one hand is losing more material by abrasion. But you can improve it. Not completely. The compound on one hand is stickier but is not losing so much material. So you cannot do more softer, more sticky and more mileage.

"The other factor is the distribution of the land/sea ratio pattern. A normal person would think that a slick tire has less mileage. It's vice versa. If you have two tires that are same compound, a slick tire has more mileage than a tire with tread grooves in it because you have less rubber on the ground (with a treaded tire). Our tires are more softer and they are more slick on the side. So they gain again. They have a softer compound but they gain mileage because they use more slick area. Like on the rear tire, in the center we have more slick, less grooves, so you gain mileage. You can see this in the Rennsport because less tread. The Rennsport has no grooves on the side and it lasts very long.

"Another factor to gain mileage is the construction itself. It is very difficult to explain. How can I say? The construction has a small influence to the mileage also. The deformation of the tire.

"You can change the chemical of the compound, you can do a very good tread design and the construction base of the tire, all make a difference in the mileage."

As Allgaeuer said, a key factor in development of a good, high-performance street tire is the balance of positive (slick) and negative (grooved) areas of the tire tread as much for dry grip as for wet grip. The front Sportec has a computer-aided tread design with large negative areas down the center to provide adequate water drainage to prevent hydroplaning in wet conditions. At first glance, the front Sportec appears to be mounted incorrectly with the "V" of the tread grooves pointing backwards, but viewed from the under side, where the tread meets the road, the arrangement makes sense, and the Metzeler men say they learned this effective tread alignment by experimenting with mounting the old ME33 Laser bias-

ply tires backwards.

The backward-appearing tread pattern provides more even wear in dry conditions. Bowen, the former Dunlop Senior Test Engineer, said that this was the main reason that Dunlop D207 GP race tires were often mounted backwards on racebikes.

The front Sportec tire's tread has less negative area on the side, since less lean angle is used in the rain and more rubber is needed on the sides of the tire for performance in the dry.

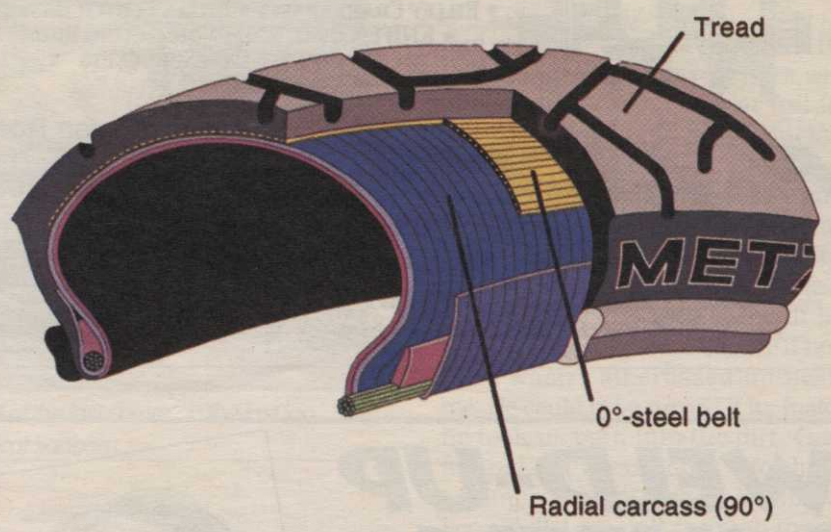
But the center of the rear Sportec tread does not have the most negative area. That's because, the Metzeler engineers say, a rear tire rides in the wake of the front tire in wet weather, rolling through a much thinner film of water. Loss of traction by the rear tire in the wet generally results in relatively harmless straight-line wheel spin. And, as Allgaeuer pointed out, more positive tread area increases dry mileage life.

The deepest part of the rear M-1 tread is just off center for medium lean angles where wet rear tire traction is much more important. As with the front, the tread grooves become more scarce toward the edge of the rear Sportec M-1. Again, the greater positive area of tread increases grip, performance and mileage.

For the riding portion of the introduction, Metzeler asked media representatives to bring a bike. The logic was that the reporters and editors would already be familiar with that bike, allowing them to concentrate on, and maybe even compare, the performance of the Sportec M-1s.

Metzeler Sportec M-1 tires are designed to be suitable for street and track use. Here, they get a workout on The Streets of Willow course with David Swarts. Photo by Tom Riles.

Inside a Metzeler tire, thin steel cords are braided in groups of threes, then braided in groups of nine, specially coated to prevent rust and adhere to the rubber, and then bound by rubber into groups of twos and threes called bandinas. Bandinas are the key element of the second-generation 0° steel belt design.



Cutaway of Metzeler Sportec M-1 rear tire, showing radial carcass built using Nylon or Rayon (depending upon size), a 0° belt assembled using bandinas, and the overlaying tread.

From the hotel in Ojai, I rode our 2001 Suzuki GSX-R600 north on Route 33 with unscrubbed tires on a 50-degree Fahrenheit morning. Before long, the road began to climb into the mountains and the Metzelers quickly came up to temperature.

It is nearly impossible to test tires without a direct back-to-back comparison on an identically set-up motorcycle. (See "Tire Versus Tire, In Texas", *Roadracing World*, January 2000) Having said that, I did notice that the Sportecs required less steering effort and absorbed bumps better than the Michelin Pilot Race tires I rode to Ojai on. And the M-1s seemed to have less tendency to stand up while braking in a lean.

Metzeler engineers credit that characteristic to the 0° steel belt's strategically-placed rigidity, its ability to hold its shape and not be influenced by centrifugal forces, and its flexibility, allowing the tire to compress in the right areas and enlarge the contact patch slightly. According to the engineers, this process in turn keeps the axis of leverage closer to the steering axis, providing more neutral steering characteristics under braking.

Traction was not something that *Roadracing World* tests on the street, and as the road conditions worsened later in the 128.2-mile ride, survival was the number one priority. Predictable, well-paved mountain roads with medium-radius curves soon gave way to tighter, blind curves strewn with sand, gravel and the remains of construction work and rock slides.

Later that afternoon, I arrived at the Streets of Willow Springs unscathed. Not all the magazine editors invited to the press intro could say that.

On the Streets Of Willow track, the Metzeler Sportec M-1s did in fact heat up quickly, allowing me to reach knee-dragging lean angles on the first lap without reducing the air pressures from the 33 psi front and 36 psi rear used on the street. The tires did indeed prove to be stable on the 1.7-mile road course's short straightaways and traction under braking was excellent at any lean angle.

After adjusting the bike to gain more speed comfortably, I return to the track for several hard laps that revealed nothing negative about the Sportec M-1s. Later in the afternoon, my focus turned toward posing for photos. This involved short-cutting the Streets track and doing very short, all-right-handed laps with the final, skid-pad turn taken at a decent clip for the photographs. After 30-40 laps of the full course and a dozen photo laps, I started to approach the limits of the rear Sportec.

Just as the Metzeler reps had touted in their presentation, I didn't find the limits with a big moment, getting bucked out of the seat. Rather, the right side of the rear tire began to squirm more and more as I accelerated out of the final turn onto the main straight. When photographer Tom Riles gave me the thumbs up indicating that he was satisfied with the pictures we had, I went to make a few more full laps of the track. On the entrance of right-hand corners, the rear end began to get loose. Going hard into the steeply-banked bowl turn, the rear end kicked out a few inches under deceleration and squirmed under power at the exit. I was convinced that I was getting the feedback that Metzeler was telling us about and retired to the pits where I recorded the highest rear tire temperature of the day, 145-degrees Fahrenheit. Metzeler says that 150-degrees Fahrenheit is where the Sportec's performance begins to fall off and where the Rennsport's arena begins and goes up to 190-degrees F.

After 128 miles of street riding and 80 miles at speed on the racetrack, the Sportecs appeared to be barely scuffed in and ready for many more miles on the road and/or the track.

The Metzeler Sportec M-1s are available now at local Parts Unlimited dealers. The MSRP of the tires ranges from $141.95 to $145.95 for a front and $173.95 to $233.95 for a rear. There will not be a Pirelli version of the Metzeler Sportec M-1. The Sportec M-1 will come as the OEM tire on 2002 Aprilia Milles, Falcos and Futuras. ***RW***

Sportec M-1 Available Sizes:

Front:
130/70ZR-16
110/70ZR-17
120/60ZR-17
120/65ZR-17
120/70ZR-17

Rear:
150/60ZR-17
160/60ZR-17
170/60ZR-17
180/55ZR-17
190/50ZR-17
200/50ZR-17

Note: Not all sizes will be available in all markets.

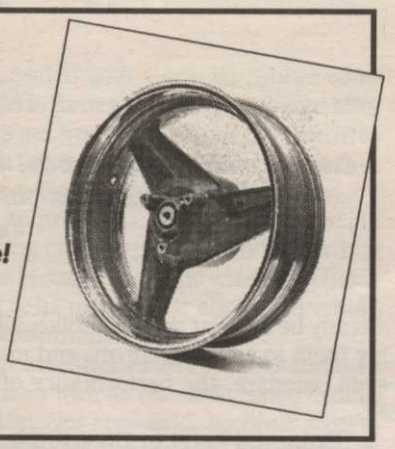
• Billet Crankshafts • Billet Clutch Baskets
• KNIFE® Oval Beam Connecting Rods
• Adjustable Cam Sprockets

FALICON
Crankshaft Components, Inc.

1115 Old Coachman Road
Clearwater, Florida 33765
Telephone: 727-797-2468
Fax: 727-796-3132
www.faliconcranks.com

Over 25 Years Of Custom, High Performance Crank Work Exclusively for the Motorcycle Industry... We Do Cranks Right!

WELD-UP WHEELS

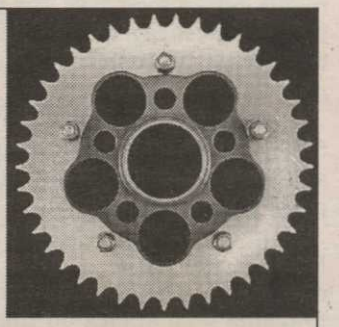


Widen Your Stock Wheels NOW!
Take Advantage Of The Widest Tires Available!
Order Toll Free (877) 4 KOSMAN
(877) 456-7626
KOSMAN Specialties
www.kosmanracing.com E-mail: bikeparts@aol.com

Subframes • Rearsets
Frame Sliders • Fork Clamps
NOW IN STOCK
MB MOTOR SPORTS
Lightweight Twins Headquarters
HAWK • SV • EX
www.mbmotorsports.net
Orders: 1-888-749-9947 Tech: 1-843-665-2318

nutec
RACING FUELS AND OILS
NEED POWER?
Tel: (310) 641-8015 / Fax: (310 641-8013
nutec@attglobal.net, www.nutecdivision.com

frenotec
DUCATI 996/916/748
quick-change
aluminum or titanium
sprocket carrier
www.frenotec.com
phone: 904-260-6573

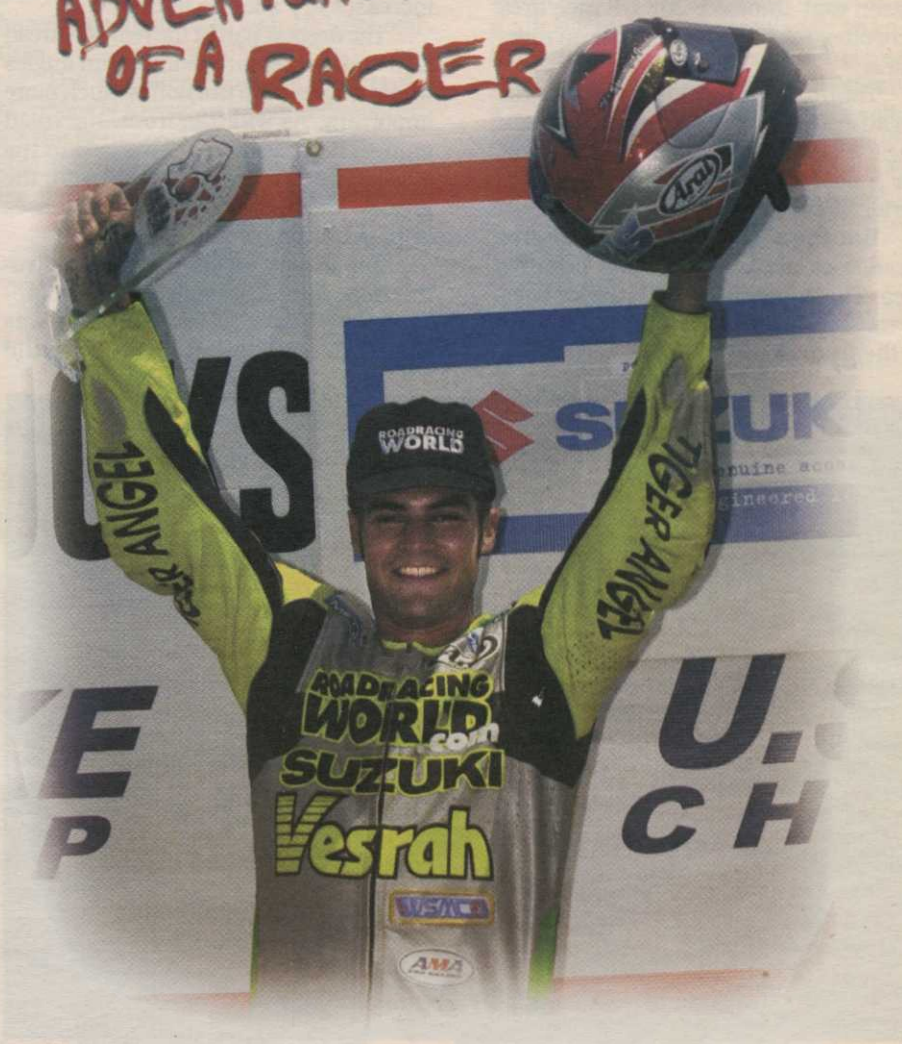


Sprocket Specialists
GEARED TO WIN

www.roadracingworld.com

First Person/Opinion
By Chris Ulrich

THE ADVENTURES OF A RACER



I left for VIR the Monday after the canceled Willow race. I planned it so I could go through Arizona at night. I was on a stealth mission. I managed to get through the state without any cops screwing with me, but I still had some trouble while driving—a tire shredded on the trailer. Some lady kept flashing her brights at me to let me know I had a flat. It took me a while to figure it out. I thought she was pissed because I cut her off. That wasn't the case. So I figured out her sign language and pulled over. I was in the middle of nowhere and by myself, so after stopping to see what the problem was I decided to continue on my way. I didn't want to change a tire in the boondocks during the middle of the night. It seemed like the half-assed horror-movie plot to me. Young guy, with a flat tire in the middle of the desert. All I needed was a desert troll with an ax to show up, and it was off to Hollywood. F--k that! So I reduce my cruising speed to 50 mph and carried on until I found a well-lit fuel stop.

I pulled up to this place and stopped under the lights, and was thinking it was going to take me 20 minutes max. I was wrong. I got my tire-changing stuff out and start to try to break the lugs loose on the wheel. Well, the tire was completely gone so the wheel was off the ground, and the trailer was supported by the other wheels on that side. So the wheel just spun when I tried to loosen the lugs. I thought, no problem, I'll just engage the brakes on the trailer and then it would stop. So I went and locked The Club (steering wheel lock) against the brake pedal. That didn't work. So then I turned the key on, that didn't work either. Then I started the truck and tried again, and that worked. The trailer brakes are electric; I assumed that as long as the light turned red on the controller box, the brakes were on. I guess I was wrong.

I continued on my way after I put the spare on. I made it to the Arizona/New Mexico border at about one in the morning. The next day I stopped near Oklahoma City. Up to that point the drive was uneventful, but I ran into some crappy weather driving through the mountains between Nashville and Knoxville, Tennessee. It sucked bad, and I couldn't see where I was going, so I stopped at rest area about 30 miles outside of Knoxville. From there it was eight hours to VIR. My driving time was 48 hours. I lost track of the total time.

I waited for the Valvoline truck to show up before I picked my parking place. They were coming to the WERA weekend to get some track time before the AMA National that was scheduled for the week after. I got unhooked and saved a place for Mark Junge's rig, then took off for the hotel. When I showed up the next day the WERA trailer was parked between the Valvoline truck and my trailer. On top of that, Mark's big Vesrah rig was on the other side of the paddock. I guess the WERA guys told him that I was going to have to move and that Mark couldn't park in the spot I had reserved for him. No one told me I had to move. When push came to shove I didn't think I was going to have to move. But since Mark was parked on the other end of the paddock, it made no sense to stay in the location where I was so I moved. It was an inconvenient way to start my practice day, but I got over it.

WERA Open Superstock, VIR: "It took me until the last lap to catch Mark. I was able to pass him coming out of the last corner on the last lap...the races were only six laps long, which didn't leave much time for error." Photo by Scot Sanborn.

It took a while for me to learn the track on a couple of unfamiliar bikes. My GSX-R1000 was working okay, but I wasn't totally confident with it. I had brought a GSX-R600 along, too. The Valvoline guys had it sitting around in the shop, so I borrowed it. I plan to race it at Daytona at the Race of Champions/F-USA weekend, so I decided it was better to get some time on it before I went to Daytona. I didn't want to go there cold turkey on the 600.

Friday sucked for me—I was way off the pace in practice. I turned some 1:35s on the 600 and some 1:34s on the 1000. The bikes were not right. I was trying to make them right and they were getting better, but it was taking way too long. I had Chris Semoff helping me with my bikes. He was doing a good job with all the stuff, he just lacked some of the set-up knowledge that my usual mechanic Billy Wiese has, but Billy had to work that weekend. Never-the-less, by the end of the day I was feeling halfway comfortable with the track. Although the times were not there, I was feeling better and was confident I could improve my times the next day.

I rode the Vesrah Suzuki endurance bike the next morning. I felt okay on that, but still didn't go that fast.

WERA had scheduled two 3.5-hour endurance races. The first one was to make up for the rain-cancelled one at Memphis and the second was the actual race that was supposed to take place at VIR.

In the first race we had a big lead and then Glenn Szarek crashed. Then Tray Batey hauled ass and got back up to third.

In the second race Tray hauled ass and got a big lead, then I got on and maintained the lead. Tray got on during the last stint and hauled ass some more. Good job, Tray, thanks for doing all the work! We won.

It was disappointing that we lost the first race. There was a possibility that we could have clinched the WERA National Endurance Championship that round, but, oh well, now it goes down to the wire at Atlanta.

I got my head out of my ass on Sunday morning and did some 1:31s on my GSX-R1000 and some 1:32s on the 600. The times were good, but I needed to improve them.

I started on the fifth row in the Open Superstock race, got a good launch and then passed a few guys in turn one. Then I passed a few more guys in turn two. It took me a couple of laps to clear all the slower guys. Then I tried to catch Mark Junge and Scott Harwell, who had both started on the front row, got a jump and took off while I was wading through the pack. I had to run them down. It took me until the last lap to catch Mark. I was able to pass him coming out of the last corner on the last lap. I wish I had more time to go after Harwell, but the races were only six laps long, which didn't leave much room for error.

I ran off the track coming from the last row in the 600cc Supersport race. So that sucked.

We had a few days to chill before the big show rolled into town. We went bowling a couple of times and John "Hopper" Hopkins and I went to the gym. Grant Lopez took off and did some tourism.

On Tuesday, I moved my trailer to the spot where I was going be for the rest of the week. Then I set up my pit area on Wednesday. Practice started on Thursday.

In my first practice on Thursday I did some 1:32s on my GSX-R750. My second practice I did 1:31s. I stayed in the minute-31 lap-time range until the end of the day, when I finally did a couple of high-1:30s. The track was kind of weird. If I rushed one corner, I would mess up three other corners. It was hard to make myself not do that.

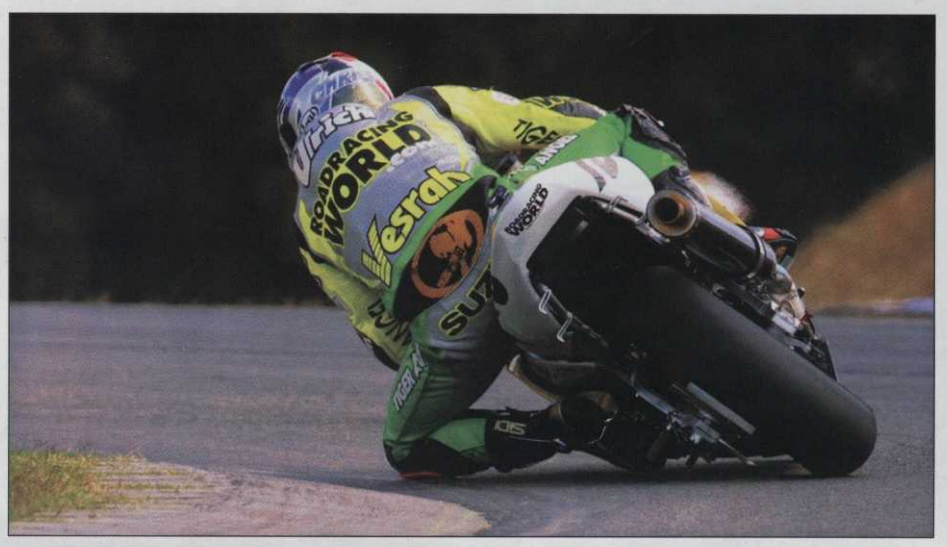
We changed some settings for Friday morning, and I was into the 1:30s consistently. I was going faster, but it wasn't fast enough. I spent the whole day in the 1:30s. My fastest time for the day was in Superbike qualifying, when I turned a 1:30.19. It was better than I had been doing, but it was still not fast enough.

I went out in Formula Xtreme qualifying, because I was going to run the race to get some points so I can keep my number 18 in the class for next year. I qualified 16th with a 1:30.4. I didn't care, all I had to do was run to the halfway point and then pull in.

I did some more 1:30s in the morning warm-up on Saturday. Qualifying for 750cc Supersport went okay, I finally got into the 29s with a 1:29.85. I had a better lap going, but I ran into Jimmy Moore as he was going into pit lane, actually hit his outstretched foot when he drifted out a little in the last corner.

I used a Green-compound tire, even though all the other Metzeler guys used Blues. I was reluctant to use a Blue, and it bit me in the ass because I didn't qualify that well. I ended up eighth-fastest, on the second row.

I got a decent launch in the race and got into turn one good, but then Rich Conicelli ran into my back wheel and stood me up. I was at full lean when he hit me, and he was lucky he didn't take us both out. Then, going into turn four, Richie Alexander pulled a bone-head move. He came up next to me all out of shape and didn't get the bike slowed down enough. He ran off the track and took me with him. I could have made the corner if bone-head wasn't all crossed up next to me. He could have turned it in. Instead, he took us both into the dirt. Once I figured out I was going into the dirt I stomped on the rear brake thinking I could dirt-track it through the dirt.



AMA 750cc Supersport, VIR: "We changed some settings for Friday morning, and I was into the 1:30s consistently. I was going faster, but it wasn't fast enough." Photo by Ryan Schlagheck.

AMA 750cc Supersport, VIR: "Then, going into turn four, Richie Alexander...came up next to me all out of shape and didn't get the bike slowed down enough. He ran off the track and took me with him. I could have made the corner if bonehead wasn't all crossed up next to me." Photo by Vicki Sulpy.

But it was too slick and down I went. I picked up my bike, gave Richie a couple of waves, then took off.

I went into the pits and got the bike repaired, then took off on a point-salvage mission. I was steaming. I was so f--king pissed. The guy just turned his brain off. I knew no one was going to pass and make the corner going in there. Someone passed me and didn't make the corner, and took me with him.

Lee Acree won the race, so congratulations to him. Ben Spies f--ked up, I knew that was going to happen. Then Mike Ciccotto crashed with Lee running him down. It was a weird race, everyone crashed.

I pulled in a couple more times and then quit the race. My dad was a little mad that I quit, but I didn't care. I was doing some stupid shit out there and figured it would be safer for me to come in and chill out.

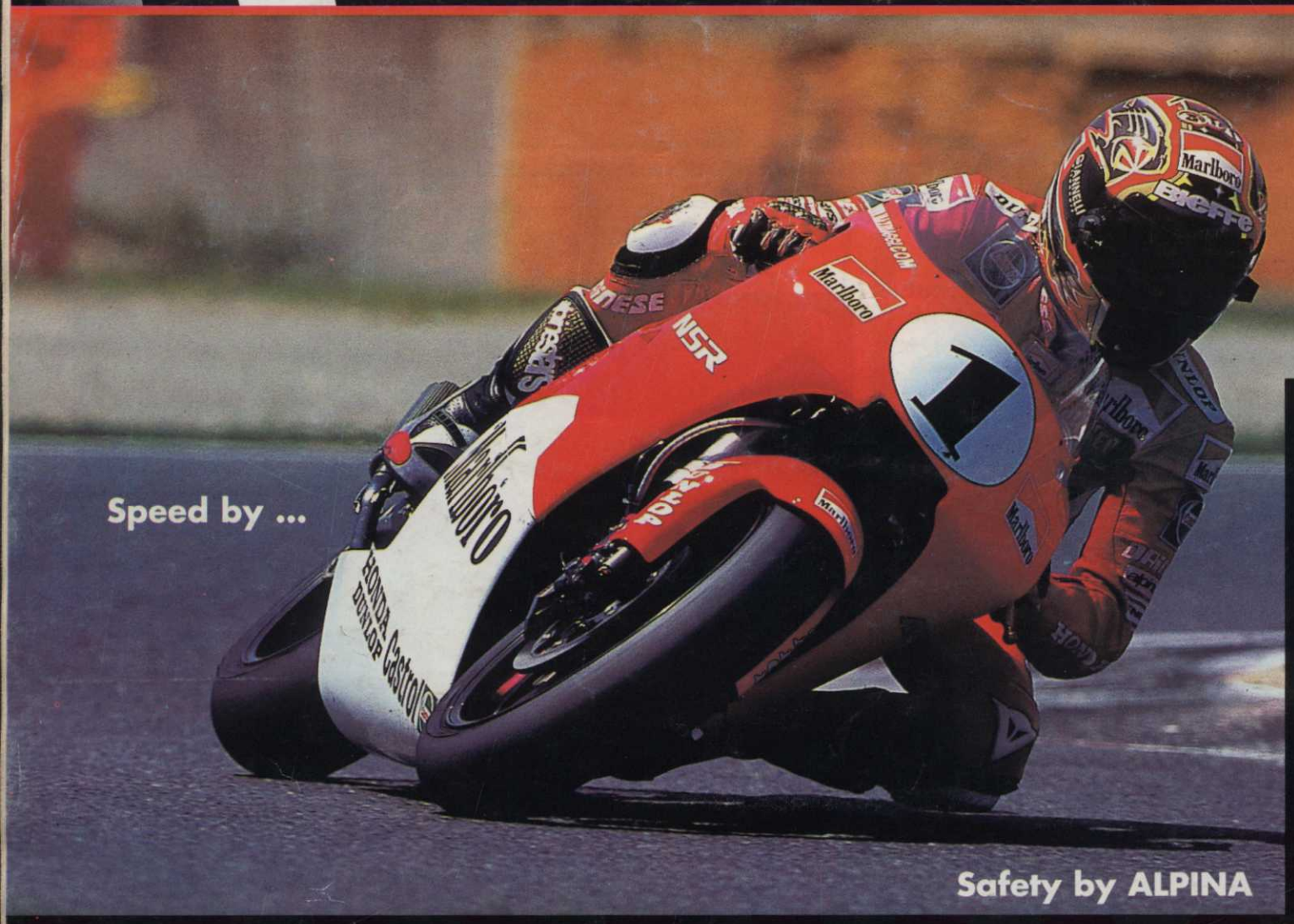
I went out in the Formula Xtreme race later that afternoon and just rode around. Then something started dragging and it was freaking me out. So a couple of laps after halfway I pulled in. I thought it was something metallic. It was just my fairing.

It was a disappointing way to end the AMA season, but at least I have the WERA GNF and Daytona to make up for the disappointment of VIR.

I hung around until Monday morning and then took off for Alabama, parked my truck and trailer and jumped on a plane. I got to go home for 10 days, which I think is the longest stretch I've had off since April. **RW**

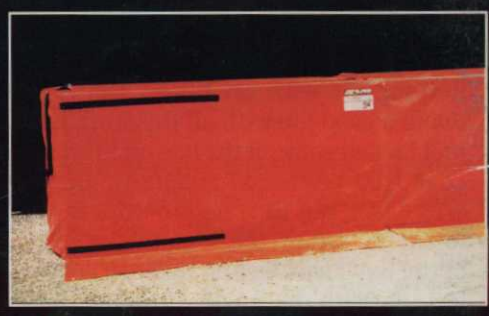
ALPINA®

SAFETY SYSTEMS UNLIMITED.



Air FENCE

AIR MODULE
Safety Device A



SUPER DEFENDER
Safety Device A

DEFENDER
Safety Device B

BALE
Safety Device C

ALPINA race track safety barriers: FIM homolagated and Grand Prix-tested.

The ALPINA Safety-Rental-Package consists of:
Alpina Air-Modules/Airfence Modules, Alpina safety truck, Alpina service car,
1 safety expert, safety workers, tools and auxilleries.

! Purchase or Rental

ALPINA Safety Systems GmbH
A-9552 Steindorf · Lindenstraße 4 · Austria · Europe
E-Mail: office@alpina.at · Net: www.alpina.at
Phone ++43-4243-2480-0 · Fax ++43-4243-2480-5